

CONTRACT NO. T200907403.01

BR 1-501 (SR 141/NEWPORT VIADUCT) OVER SR 4, AMTRAK & CHRIST

QUESTIONS AND ANSWERS

February 10, 2011

Question 19:

Reference new earthwork summary issued with Addendum #1, the summary quantities do not add up correctly.

Response to Question 19:

Bid the quantity.

Question 18:

Where does the Type A borrow required on the project get used? In the summary you show 42 CY of Type A borrow required yet the bid proposal shows 80 ton. 42 CY at 1.5 ton per CY is 63 ton. Please clarify.

Response to Question 18:

Bid the quantity.

Question 17:

You indicated double handling of pier excavation material. Does the contractor get paid twice for this material? Why is there no 202000 quantities shown on pier plan sheets (plan sheet 110 to 127)? Why won't that be considered structure excavation and backfill?

Response to Question 17:

Bid the quantity.

Question 16:

Beginning at Station 38+00 there is existing jersey barrier in the median to Station 48+00. Doesn't have to be removed also? It appears in the typical sections on plan sheet 7 that it remains. Is that correct or is to be removed also? If it is removed how is the removal paid for? Does the old type barrier under the bridge get removed or does it remain on site?

Response to Question 16:

The plan is correct. The median barrier from Sta 38+41 +/- to Sta 48+00 +/- is to remain in place. The traffic is not crossed-over until north of Sta 48+00 +/- (north of Highland Avenue overpass). The median barrier from Sta 38+11 to Sta 38+41 is to be removed in conjunction with the removal of the approach slabs at Abutment 2. Removal for this portion of the median barrier is paid for under Item 21100 and reconstruction is paid for under item 602017.

For the final part of this question, we assume the contractor is referring to the existing concrete barrier randomly located under Br 1-501 and our response reflects this understanding:

We are aware of concrete barrier located below the bridge at spans 5, 9 and 10. There may be other locations as well. In regard to Span 5, please refer to the schedules and notes of sheet 17 and 25 of 253. These notes indicate the removal, storage and replacement of the existing barrier located adjacent to Pier 4. In regard to the concrete barrier located below Spans 9 and 10 (as well as other potential locations), please refer to note 1 of sheet 17, 19, 25, 26 and 27, note 2 of sheet 24 which indicates that these items are the property of the Lessees and will be removed by the Lessees once notified by the contractor

Question 15:

Looking at cross section drawing (plan sheet 242) it shows cross over starting at Station 6+00 however on plan sheet 15 it appears to start at Station 6+50. Please clarify which is correct. At cross section drawing (plan sheet 247) the cross over is starting at Station 1+00 yet on plan sheet 23 it appears to start at Station 1+60 so which is correct?

Response to Question 15:

The reconstruction of the NB median shoulder begins at Sta 6+45+/- of Route 141 NB Crossover Construction Baseline. The reconstruction of the SB median shoulder begins at Sta 1+65+/- of Route 141 SB Construction Baseline. Cross sections at NB Sta 6+00 (sheet 242), SB Sta 1+00 and SB Sta 1+50 (Sheet 247) was deleted in Addendum 1.

Question 14:

Looking at typical outside shoulder section Route 141 NB station 8+50 to Station 15+65 on plan sheet 7 it appears that the start station is correct (plan sheet 15) but the stop station does not appear correct (plan sheet 16) please clarify.

Response to Question 14:

The stop station of Sta 15+65 for Route 141 NB section is correct and corresponds to the typical section on the bottom of Sheet 6 which shows the typical section for Route 141 NB from Sta 15+65 to 17+85.25.

Question 13:

Reference section 200 paragraph 4 on page 4 talks about test pits under bid item 208000. There is no bid item 208000. Please clarify.

Response to Question 13:

Sheet 4 was modified in Addendum No. 4. We changed the reference from 20800 to 202000 - Excavation and Embankment which is included in the project and should suffice for the excavation of any required test pits.

Question 12:

Can the 7" lift of item 401663 required on this project be placed in one lift?

Response to Question 12:

No, per the standard spec, the 7" base must be placed in two lifts.

Question 11:

For bid item 763652 and 763653 must the tow service pay the prevailing wage rates for the tow truck driver?

Response to Question 11:

Please contact the Department of Labor at (302) 451-3423.

Question 10:

A number of tow truck operators are inquiring if roll-off trucks will be acceptable for the class 1 tow truck?

Response to Question 10:

Yes, roll off tow trucks are acceptable.

Question 9:

What clearing and grubbing is required on this contract?

Response to Question 9:

The clearing and grubbing item is intended for any minor work necessary to prepare the gore area south of the structure for construction of the crossover; as maybe needed around the wingwalls of the south abutment to access the abutment for bearing replacement or concrete repairs; as may be needed at a few of the piers for erection of the jacking tower. We agree that the project does not require the removal of any significant trees or stumps but we wanted to make sure we had some means of dealing with the small shrubs, etc that may be present.

Question 8:

What drawings show the limits of removal for the approach slabs that are paid under item 211000?

Response to Question 8:

The existing approach slabs are to be remove din their entirety. The dimensions of the existing approach slabs are provided on sheet 157 of 253.

Question 7:

Where are the details found for bid item 720526 and 720620?

Response to Question 7:

The detail related to Item 720526 - Furnishing Portable PCC Structure Mounted Safety Barrier can be found on Sheet 5 of 253. An explicit description of the pinning method for Item 720620 - Furnish and Maintain Pinned Portable PCC Safety Barrier Single Face is provided in the special

provision for this item. No detail is provided.

Question 6:

On the Jacking Frame sheets, there is a list with two reactions in the Beam Loads Tables. One is DL + 15%, the other is DL + LL + I. Are the reactions at the existing pier, or if they are the reactions at the jacking frames?

Response to Question 6:

The beam loads provided in the table on each Jacking Frame Sheet represent the max tub girder reactions (per beam) located in the bearing line supported by the respective substructure.

Question 5:

Does the DL + LL + I include the additional 15% of DL shown under DL + 15%?

Response to Question 5:

The DL+LL+I does not include the additional 15% of DL.

Question 4:

If the loads are at the jacking beam, are they for one or both sides of the frame?

Response to Question 4:

The table provides beam reactions only. Loads to the jacking frame will need to be determined according to the proposed number of supporting beams/columns. If the substructure supports two bearing lines, then the load would need to be supported by Jacking Frame 1 or 2 respectively. If the substructure supports a single bearing line (and the girder is continuous), then the load could be supported by both frames.

Question 3:

Will is the maximum jacking height limits of 1/16" allow for the bearings to be "released" for removal, (considering slope conditions which may create a wedge condition), or will the bearing pads need to be cut down to allow for full plate removal?

Response to Question 3:

Bearing removal should be performed in a manner that minimizes or eliminates the potential for wedging action. The jacking limit of 1/16" for release is established as a baseline for freeing the girder from the bearing assembly. Additional jacking height required to permit bearing removal would be at the discretion of the resident engineer and should be evaluated on a case by case basis during construction.

Question 2:

Main line track?

What is the number of passenger trains per day?

What is normal and work area speed of trains?

Response to Question 2:

Yes

102 passenger trains and 20 freight trains per day

130mph max at the work location

Question 1:

Just verifying, does the entire exterior structure get cleaned and painted? I'm a little confused that clean and paint are SF item and painting is lump sum.

Response to Question 1:

As indicated by Project Note 2 (sheet 33 of 253), it is intended that Item 605629 - "Cleaning Existing Steel Structures, Hazardous base (SF)" will be used to pay for the removal of the existing hazardous base paint system from the exterior elements of the bridge (to include the interior of the tub girders for a distance of 5'-0" from an expansion joint). Item 605618 - "Cleaning Existing Steel Structures with Vacuum Power Tools (Hazardous) SF" will be used for the removal of the existing hazardous base paint system as required to perform the Type E Diaphragm Repair inside the tub girders. Item 605522 - "Urethane Paint System, Existing Steel (LS)" will be used at all locations where new paint is required.