

| No. | Question Submitted: | Status | Add. No. |
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| 1 | <p>Q. Please advise where we would find a detail for Item 0910033 Thrie Beam Guiderail Transition to Vertical Parapet?</p> <p>R. Item No. 0910033 Thrie Beam 350 Guiderail Transition to Vertical Parapet is represented by the Standard Drawing HW-910_14a, titled Thrie-Beam 350 Bridge Attachment.</p> | F | 1 |
| 2 | <p>Q. S-18 references sheet S-26, but there is no such Sheet Number.</p> <p>R. Plan Sheet S-18 has been revised in Addendum 1 to eliminate the reference to sheet S-26 and include the weephole bracket detail.</p> | FR | 1 |
| 3 | <p>Q. Contract drawing 03.02.08 Removal of Superstructure, Note 7, states that ramp traffic is to be detoured during off-peak hours in accordance with the "Prosecution and Progress" special provision. This special provision indicates that traffic can be detoured for 10 shifts for the steel erection but does not state the allowable number of detours for the removal of existing superstructure at the northbound bridge. Please provide this information.</p> <p>R. The special provision "Section 1.08 - Prosecution and Progress" was revised in Addendum No. 2 to define the allowable number of detours for affected ramps.</p> | F | 2 |
| 4 | <p>Q. Drawing COM-10 - sheet 01.07.017 and drawing COM-11 - sheet 01.07.018 indicate in their legend that the 2 " Rigid Metal Conduit is to be 2" Rigid Metal Multiduct Conduit. The Proposal Schedule of Items does not list 2" Rigid Metal Conduit as Multiduct. Please clarify the type of conduit to be provided.</p> <p>R. The Legend on Sheet Nos. 01.07.017 and 01.07.018 has been revised as a part of Addendum No. 2 to eliminate reference to multi-duct. The revised Legend reads "2-inch Rigid Metal Conduit".</p> | F | 2 |
| 5 | <p>Q. Will the contractor be allowed to use that portion of the existing bridge, slated for demolition, as an access for pile driving equipment to both Abutments for the North Bound Busway Bridge? It appears that this portion of the bridge is currently being used for access.</p> | I | |

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| | R. The Contractor may cross over the section of Bridge No. 03305 to be demolished for construction access until such time the superstructure is removed. All work in the vicinity of the railroad including the movement of equipment shall be subject to the review and approval of the railroad in accordance with the special provisions. See NTC - AMTRAK SPECIFICATIONS. | | |
| 6 | Q. Did the Department contact any local fabricators and suppliers as to the availability and the possibility of supplying a prefabricated Bus way Shell at Union Station during design stages? If so, would you list the names of the companies. | | |
| | R. A prefabricated shell was not investigated during the design phase of this project. The intent of the design was to use custom fabricated elements. | I | |
| 7 | Q. Item No. 0202003 A – Earth Excavation Article 2.02.05 – Basis of Payment states “The cost for excavation and transport of contaminated material to the waste stockpile area will not be paid under this Section, but will be paid for under the item, Controlled Material Excavation”. The contract does not contain an item “Controlled Material Excavation”. Will an item be added to the bid or will the excavation be paid under Item No. 0202003 A – Earth Excavation? Please clarify. | | |
| | R. The reference to the item "Controlled Material Excavation" was an error. The cost for transport of controlled material that has been excavated from a designated Area of Environmental Concern (AOEC) to the waste stockpile area will be paid under the item, "Controlled Material Handling". | I | |
| 8 | Q. Plan 03.02.008 provides suggested methods to remove the existing railroad bridge through girder and to erect the four new plate girders. Please verify that both of these crane hoisting designs need to accommodate Amtrak’s requirement to apply a 50% factor of safety on all hoisting operations. | | |
| | R. Girder removal and erection is subject to Amtrak requirements including a 50% factor of safety on all hoisting operations. As described in the Special provisions, the Contractor shall develop and submit for approval his proposed method of removal and erection. | I | |
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| 9 | <p>Q. Plan 03.02.017, Bridge Parapet Section – the top right longitudinal rebar callout “10-#7 (see note 2)”; Note 2 below states “The parapet shall be cast without joints. Longitudinal reinforcement shall be “with min. lap splices of 3’-0”.” This note conflicts with the deck plan (03.02.016) which calls for paraffin joints and with the paraffin joint details on 03.02.018. Also, the paraffin joint spacing dimensions (03.02.016) fall short of the total deck length. Please clarify.</p> <p>R. Paraffin joints are required for the parapets and reinforcement steel shall be discontinuous at the paraffin joints.</p> | I | |
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| 10 | <p>Q. Plan 03.03.017, Expansion Bearings – the elevation view shows the ¼” fillet welds (N.S. & F.S.) at the beam stiffener to bottom flange interface. Please clarify if this welding should instead apply to the bottom flange to sole plate connections</p> <p>R. Yes, the ¼” fillet welds should apply to the bottom flange to sole plate connections.</p> | I | |
| No. | Question Submitted: | Status | Add. No. |
| 11 | <p>Q. I cannot find the Special Provision for Item # 0947021 Busway Station. Please provide</p> <p>R. The listing for "Item #0947021A - Busway Station - Site No. 1" was erroneously omitted from the Table of Contents for the Special Provisions package. It has been verified that the Special Provision is included in the Contract.</p> | I | |
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| 12 | <p>Q. In the special provision "Notice to Contractor - Environmental Investigations", the second paragraph on page 18 states the following: "Excess or unsuitable soil excavated from a LLAOEC that cannot be reused within the project limits must be transported to one of the central WSA's and placed within a designated storage bin for waste characterization by the engineer." What will be the method of measurement and basis of payment for this work?</p> <p>R. The transportation of excess or unsuitable material excavated from a LLAOEC to the WSA will be paid under Item No. 0101117A “Controlled Materials Handling”.</p> | I | |
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13 Q. Reference; Temporary Earth Retaining System – SB Busway Structure

The Temporary Earth Support System shown on sheet No. 03.03.006 is in close proximity to the existing pier foundations for the I-84 E.B. off Ramp Bridge.

The existing Pier Footing elevations and details are not shown. It is unclear if these foundations and the overhead structure needs to be supported by the Temporary Earth Retaining System.

Please provide existing details of the Pier footings and furnish the required design loads necessary to support the overhead structure if required.

I

- R. The item "Temporary Earth Retaining System" requires the Contractor to design and construct a lateral support system that retains existing facilities. A temporary earth retaining system is required to construct the abutments for the SB busway structure at the approximate limits shown on plan sheet No. 03.03.006 and the existing pier foundations may contribute lateral load to the retaining system that needs to be accounted for in the design. Temporary support of the superstructure at this location is not required.

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