

RESPONSE TO QUESTIONS

OCTOBER 10, 2018

**GREATER NEW ORLEANS EXPRESSWAY COMMISSION
SOUTHBOUND BRIDGE RAIL IMPROVEMENTS
GNOEC PROJECT NO. 433
GEC PROJECT NO. 0050.2170000.274**

CORRECTION from October 4, 2018 Response to Questions:

The following where the answers were noted on the incorrect question:

Question: *Post Anchoring System notes on contract drawing 57 calls for Hilti HAS-E Threaded Rods. Note 5 on the same drawing states that all hardware to be galvanized per ASTM A153 or F2329. I am told by Hilti that the HAS-E rods come electro-plated, not hot dip galvanized but. Do these rods need to be hot dip galvanized or is the plated finish on the HAS-E rods acceptable?*

Answer: *Hilti RE-500 V3 does not require a cored hole, except in high seismicity zones. The holes shall be drilled.*

Question: *Plan sheet 57 has a callout saying "Field drill existing concrete bridge railing for Hilti 3/4"...Install with Hilti HIT-RE 500 VE epoxy..." We understand from Hilti that HIT-RE 500 requires a cored hole rather than a drilled hole. Is it the intent of the Engineer to have these holes cored rather than drilled?*

Answer: *The rods need to be hot dip galvanized. There will be no problem with galvanizing the rods which have a plated finish.*

The correct questions and responses are as follows:

Question: **Post Anchoring System notes on contract drawing 57 calls for Hilti HAS-E Threaded Rods. Note 5 on the same drawing states that all hardware to be galvanized per ASTM A153 or F2329. I am told by Hilti that the HAS-E rods come electro-plated, not hot dip galvanized but. Do these rods need to be hot dip galvanized or is the plated finish on the HAS-E rods acceptable?**

Answer: The rods need to be hot dip galvanized. There will be no problem with galvanizing the rods which have a plated finish.

Question: **Plan sheet 57 has a callout saying "Field drill existing concrete bridge railing for Hilti 3/4"...Install with Hilti HIT-RE 500 VE epoxy..." We understand from Hilti that HIT-RE 500 requires a cored hole rather than a drilled hole. Is it the intent of the Engineer to have these holes cored rather than drilled?**

Answer: Hilti RE-500 V3 does not require a cored hole, except in high seismicity zones. The holes shall be drilled.

Question: The bid bond enclosed with the project specifications has a spot for a Louisiana registered agent to countersign. This goes against the LS RS 48:253 item D. Are you going to furnish another Bid Bond without this?

Answer: La. R.S. 48:253 is not applicable to the GNOEC. The GNOEC will not furnish another bid bond.

Question: Adhesive Technology Corp. has submitted Ultrabond HS-1CC for approval as an equal to the specified Hilti HIT-RE 500 V3.

Answer: Approved.

Question: Attached is a request to consider DeWalt anchors as an equal to the Hilti anchor specified on the above referenced project. Please let me know if these anchors will be acceptable for use on this project

Answer: The Dewalt Pure110+(R) Anchoring System with F568M Class 5.8 Threaded Rods is approved.

Question: Will a message board be required?

Answer: No. See sheets 101-106 for traffic control information.

Question: Reflectorized raised pavement markers removed for the installation of the temporary portable barriers (water filled) shall be replaced upon removal of the barriers. Do the existing raised pavement markers have to be removed for installation of barriers or is this note referring to pavement markers that maybe inadvertently removed during the barrel installation and removal process?

Answer: While pavement markers inadvertently removed or damaged are to be replaced, it is the responsibility of the contractor to determine if the temporary barriers he chooses to install can be installed with the pavement markers remaining in place.

Question: Please provide guidance on the length tolerances allowed for the HSS A500 Grade B tubing being utilized for bridge railing on the GNOEC Lake Pontchartrain Bridge Railing?

Answer: The length of the tubing can vary as follows:

- The typical distance between the tubes at the joint openings (see sheet 58) and the intermediate rail splice (see sheet 57) can be increased by 1/2" (max.) for the 1/2" joint and by 1/4" (max.) for the 2" joint.
- The minimum distance cannot be decreased from what is noted on sheets 57 & 58.

Question: Can fabricated steel stored out of state and out of adjacent states be paid for? If so is there any retainage?

Question: Will payment for stored materials be allowed for the steel materials? Several suppliers are requesting this be a condition of their quotation due to the quantity of material and the fluctuation on the steel market.

Question: Will the GNOEC pay raw material stockpile invoices from the fabricator for material being used to fabricate the rail?

Answer: Payment for Stockpiled or Stored Materials is allowed per Section 109.06 of the Supplemental Specifications.

Addendum No. 3 will add information on how this will apply to the raw materials.

Retainage is noted in section 109.05 of the Supplemental Specifications.

Question: The rail rehabilitation items Type A – Type H; the bid quantities for these items do not match all the plan quantities or takeoffs for these items. Specifically, type G & H are listed with a bid quantity of 1 each. However, both items have several more than 1 location listed in the plans.

Answer: The quantity for Type H should be 14. This will be changed on Sheet 3 and on the bid form. Types A, B, C and H are per location where the rehabilitation occurs across the Causeway. Types D, E, F & G are 1 each for all work at a given location. For example Type G is for all work at the 9-Mile Turnaround location.

Question: GEC stated at the prebid that the time to complete the job is 360 calendar days but Article 3.2 of GNOEC's contract indicates this is a working day job. After looking at fabrication and installation productivity rates to achieve this in 360 calendar days (283 working days when including allowable weather days) we do not think this achievable. We ask that you keep the contract a working day of 360 days.

Answer: Addendum No. 1 corrected the typo in article 3.2. to note the time to perform as three-hundred sixty (360) Calendar Days.
Addendum No. 3 will extend the time to perform to four-hundred eighty (480) calendar Days.

Question: Will the contract time be extended if Alternate 1 is chosen?

Answer: No.

Question: There are several notes on the structural metalwork drawings such as Sheet 42 that indicate neoprene is to be installed between steel and concrete surfaces. Does this apply to the posts for the bridge rail?

Answer: No.

Question: At the crossover locations (sheet 56), how does the railing terminate on the attenuator side of the crossovers?

Answer: The railing will extend 1'-6" from the center of the post in a similar fashion as it does at the joint between bridge spans (see sheet 58). This also applies to the rail ends on spans 744 and 746 (see sheet 56).

Question: On contract drawing 57 calls for Steel Button Head Bolts. Will these bolts have a drive (Phillips, straight slot, socket head) or plain with no drive?

Question: Per Bridge Rail Details – Steel Alternate sheet 1 of 4 – Steel Bridge Railing: The steel bridge rail tubes are to attach to each post using (1) steel 3/4" diameter by 8" long hex drive button head bolt with nut and washers. Bolt suppliers are stating that hot dip and recess hex drive do not work; the recessed drive will fill with zinc rendering it difficult to get a hex drive consistently. Is this specific bolt required or can a similar bolt that meets the specifications be used? If this specific bolt is required, can you provide a list of suppliers for this bolt? Also, If any alternate materials are submitted, will they be shared?

Answer: Hex, straight slot, Phillips or plain head bolts are acceptable provided that the bolt is properly torqued. At the Contractors option a longer plain button head bolt with USS flat washer, lock washer and two heavy hex nuts may be installed.

Question: Do the rods need to be HDG?

Answer: Yes.

Question: Can an approved equal be used for the bolt on the post for the new rail system? Can this bolt be threaded only on the upper half and not on the portion inserted in the existing concrete rail to be epoxied?

Answer: Yes, an approved equal can be used for the anchor rods. No, the rod would have to be threaded fully.

Question: What is the time frame which the G.C. contractor is allowed to have temporary water filled barriers in place to finish deck pour on the new bump outs per locations?

Answer: 7 Calendar Days.

Question: Why is Builders risk needed for the entire contract value?

Answer: This is GNOEC policy.

Question: In section 104.03 Maintenance of traffic (9) payment of night time (only) police (2 each) is required and to be paid by contractor but in the appendix it states that we need (1 each) off duty officer at all times to be paid by contractor; which is correct?

Answer: An additional officer is required for night time work.

Question: Can we do daytime operations without having an off duty police officer on site?

Answer: No. See sheet 101 GNOEC TTC-02 for additional information.

Question: Also, are the police officers that help set up the initial daytime lane closure free from contractor payment?

Answer: Yes. Officers from the normal daily staff will assist in the initial set up of the lane closure.

Question: What constitutes daytime to night time?

Answer: Night is ½ hour before dusk to ½ hour after dawn.

Question: What happens if you are working on site and the police shuts down operations due to unsafe conditions (fog, rain, etc...) and you only worked an hour or two; is the contractor still responsible to pay the officers the minimum 4 hour show up time?

Answer: Yes the contractor is responsible for the minimum 4 hours. Adjustments to contract time will be made at the end of the contract per section 108.07.

Question: Will fog, high winds or any other event that shuts the bridge down be allowed as excusable delays?

Answer: Adjustments to contract time will be made at the end of the contract per section 108.07.

Question: Is a job site trailer required?

Answer: A Project Site Laboratory for GNOEC use is not required.

Question: Sheet Number 57 Note 6 states that fabricator must possess either the Certified Bridge Fabricator – Simple or Certified Component Manufacturer-Bridge. Are these the only two certifications from the AISC that are allowed?

Answer : The following AISC certifications will also be accepted:

- Certified Bridge Fabricator – Intermediate
- Certified Bridge Fabricator - Advanced

Question: There is a limited number of AISC certified Bridge Fabricators (SBR) and Certified Component Manufacturers (CPT) in Louisiana. In order to increase opportunities for competitive pricing, can an AISC Certified Building Fabricator (BU) be used to fabricate the railing?

Answer: No.

Question: Will ISO 9001:2015 be accepted as alternate to AISC certification for bridge rail fabricators?

Answer: No.

Question: Spec section 106.08 references material manufactured outside the US. Does this pertain to raw material (plate, tube that will used to fabricate the rail) that doesn't have an MTR? Will foreign raw material with a certified Mill Test Report need to be further tested?

Answer: This applies to all material. The GNOEC reserves the right to require testing as noted in section 106.08.

Question: Will any of the work be mandated to be performed off of a barge?

Answer: No. If the contractor elects to use a barge the provisions of Supplemental Specifications Section 104.09 GNOEC Marine Operations Procedures and Requirements shall apply.

Question: We use a Lincoln UltraCore 71C welding wire (E71T-1C H8). Is this wire allowable compared to the wire specified in the drawings?

Answer: This welding wire is **not** approved as an equal.

Question: On contract drawing sheet 57 calls for weld wire to be Lincoln Electric Super Arc L-56 wire or approved equal. I would like to submit 2 wires for approval as equal to the Lincoln: ESAB Dual Shield 7100 Ultra FCAW – spec sheet attached.

ESAB Spoolarc 86 Hardwire – spec sheet attached.

Answer: ESAB Dual Shield 7100 Ultra FCAW is **not** approved as an equal.

ESAB Spoolarc 86 Hardwire **is** approved as an equal..

Question: Can mechanically galvanized fasteners be used in lieu of hot dipped galvanized fasteners?

Answer: No.

Question: **Are the posts to be welded per the testing documents (AWS D1.1)?**

Answer: The Posts are to be welded per AWS D1.5.

Question: **Are the posts to be welded per the information contained in Addendum #2 (AWS D1.5)? I note that no welding specification is listed in the plans/specifications. This is the 1st mention of the AWS specification shown by G.E.C. that we could find. We have been bidding the work under the TTI tested AWS D1.1 specification, but we can switch to AWS D1.5, if that is the specification for the bridge railing.**

Answer: Yes. The General Notes (sheet 2 of the plan set) indicate that all welding shall conform to section 809 of the Louisiana Standard Specifications for Roads and Bridges which specifies welding using AWS D1.5.

Question: **Are the posts to be welded to either AWS D1.1 or AWS D1.5?**

Answer: No. The posts are to be welded to AWS D1.5. The welding code is superseded only for performing the seal weld.