

**GREATER NEW ORLEANS EXPRESSWAY COMMISSION
LAKE PONTCHARTRAIN CAUSEWAY**

**SOUTHBOUND BRIDGE RAIL IMPROVEMENTS
PROJECT NO. 433**

ADDENDUM NO. 1

October 3, 2018

Note: Please attach this Addendum to your copy of the Contract Documents of which this addendum is hereby made a part.

This Addendum No. 1 is part of the contract documents and shall be included in the contract documents when the agreement is executed. Changes made by Addenda take precedence over information published at an earlier date.

Acknowledgement of receipt of Addendum No. 1 is required on the Bid Form.

BID DATE

ORIGINAL BID DATE: Tuesday, October 9, 2018 at 2:00 P.M.

REVISED BID DATE: Thursday, October 18, 2018 at 2:00 P.M.

TIME TO PERFORM

Page 5.3, Paragraph 3.2 – Deleted and replaced with the following:

3.2. Time to Perform. The Work shall be completed in all details and ready for Final Acceptance within three-hundred sixty (360) Calendar Days from the Start Date in the "Notice to Proceed" (the "Contract Time").

PRE-BID CONFERENCE MEETING MEMO

The pre-bid conference meeting memo and sign in sheet are attached.

ACCESS TO SPARE SPAN "A"

A potential Bidder has requested access to a spare span to conduct exploratory drilling. Attached is the Release Hold Harmless for access to spare Span A, which is located in the Tchefuncte River. Access to Span A can be scheduled by contacting Robert Graham.

RESPONSE TO QUESTIONS

Response to Contractor questions is attached.

BY: 
Cary A. Bourgeois, P.E.
Senior Vice President

*** End of Addendum No. 1 ***

PRE-BID CONFERENCE MEMO

Date: September 18, 2018
Location: GNOEC North Toll Plaza Meeting Room
Project: Southbound Bridge Rail Improvements
Project No. 433
Attending: See attached sign in sheet.

- A general description of the project was provided. The project will install a supplemental railing on the top of the existing concrete railing. At this time the only approved alternate for the rail improvement is the steel alternate. There are a number of areas where the existing concrete railing needs to be rehabilitated or repaired to accept the new supplemental railing. The impact attenuators and associated guard rail will also be replaced. Call Box Stations, Street Lighting at the Bascule and access stairs to the Electrical Distribution Vaults is also included.
- The project contains an alternate bid for reduced working hours. Working hours are noted on Sheet 3 of the plans. Additional information on traffic control / maintenance of traffic can be found on page 11-25. Information on Marine Operations Procedures can be found on Page 11-28. The base bid working hours can generally be described as any time that is non-rush hour for the direction of traffic impacted by the project. The reduced work hours can generally be described as nights and weekends.
- The construction time for the project is 360 Calendar Days. The Assembly period is 120 Calendar Days. Article 3.2 of the Public Works Contract, Page 5-3, contains a typo in noting working days. This will be corrected in Addendum No. 1. *(Note: We are reviewing a request to further amend the contract time.)*
- GNOEC will have a separate project for the construction of Safety Bays running concurrent with this project. Work on the railing project will need to be coordinated with the Safety Bay project to minimize the impact to the motorist.
- The project will follow the LaDOTD Louisiana Standard Specifications for Roads and Bridges, 2016 Edition as amended by the special provisions. *(Note: The first chapter of the standard specification is amended in the supplemental specifications.)*
- The budget estimate for the project is \$30,000,000 to \$50,000,000.
- GNOEC Police request one (1) week notice to schedule police details.
- The Bid Date remains October 9, 2018 at 2:00 p.m. Bids will be received at the GNOEC Administration Office, 3939 N. Causeway Blvd, Suite 400, Metairie, La 70002. *(Note: The Bid Date is being changed to October 18, 2018 as noted in Addendum No. 1.)*

- Questions are to be submitted to Cary Bourgeois (cbourgeois@gecinc.com) in writing. The specifications (section 102.14 page 11-19) note the deadline for questions as five (5) working days prior to the bid. The deadline to submit questions is Tuesday October 2, 2018 at 2:00 p.m. The deadline to issue addendum is Thursday October 4 at 2:00 p.m. (72 working hours prior to the bid).
- Insurance requirements for the project are found on Page 6-1. We received a question regarding the required coverage vs the special coverage. As noted in C. 1. b. "If work to be performed by this contract will require the use of marine vessels and equipment then the following additional Special Coverages are required: Protection & Indemnity, Hull & Machinery, Marine Pollution and Coverage for Jones Act Seamen.
- Section 104.03 covers maintenance of traffic. Paragraph b)9), bullets 1 and 2, note that the maximum length of the work zone is three (3) miles and that only one work zone per bridge is allowed.
- The CMAR process has begun on the shoulder project. This project will be constructed at the same time as the rail project. We should have a construction schedule for the shoulder project in 2 ½ months. Work on the rail project will be coordinated with the shoulder project schedule.
- We anticipate award at the October Commission Meeting. If no, or minimal, changes are made via Addendum. The Commission Meeting is presently scheduled for October 17, 2018. (*Note: The meeting date has been moved to October 24, 2018.*)
- Chairman LaSalle asked the attendees if the tariffs had impacted the price of steel. One of the attendees noted that the price of steel was going down.
- A question was asked about payment for stock pile of materials. A method for stockpile payment is being reviewed and may be incorporated into a future addendum.



Greater New Orleans Expressway Commission
Lake Pontchartrain Causeway

Southbound Bridge Rail Improvements

GNOEC Project No. 433

GEC Project No. 0050.2170000.274



Pre-Bid Conference - September 18, 2018, 10:00 AM

Name	Company	Email	Phone Number
Cary Bourgeois	G.E.C., Inc.	cbourgeois@gecinc.com	(225) 612-4122
Mickey Prattini	G.E.C., Inc.	mprattini@gecinc.com	(225) 612-4122
Robert Graham	GNOEC	rgraham@gnoec.org	(985) 674-7749
Lt. Thea Andras	GNOEC Police	tandras@gnoec.org	(504) 835-3116
Hank Wolf	GNOEC Insurance - McGriff, Seibels and Williams	HWolf@McGriff.com	(504) 831-7208
Johanna Lambert	GNOEC Counsel - Riess LeMieux	jlambert@rilaw.com	(504) 581-3300
Wade Foster	Archer Western	LFOSTER@WALSHGROUP.COM	512-845-1366
DAVID VAUHERSWINK	MARSHMAN CONSTRUCTION CO	dvaunherswink@marshman.net	876-728-4809
Bo Markovic	B&K CONSTRUCTION	bom@bkconst.com	985-626-1866
Allison Whitman	JB James Construction	allisonw@jbjamesllc.com	225-223-8811
ANTHONY SALASINO	BOH BROS CONST	ASALASINO@BOH.BROS.COM	(504) 827-7616
BRISTE KOEHLER	L.B. FOSTER CO	EKOehler@LBFoster.com	504-421-1601
GENE ABADIE	COMMAND CONST.	GENE@COMMANDINDUSTRIES.COM	504-330-0087
SEPT CAMARNO	FABURCI / FABRICATION	sescarnato@faburci-llc.com	905-885-0279
MIKE HERBERT	FABRICARI	mherbert@fabricari-llc.com	(504) 275-1275
Mark Aluvul	CEC LLC	mhaluvul@CECINC.US	337 280 3115
Troy Spencer	ARCHER WESTERN	tspencer@walshgroup.com	504-276-4500
Susanna Kartz	BARNES ELECTRIC	Skartz@wibe.com	504 382-3695
Philip Avenill	Gulf Material Sales	paverill@gulfs.com	504-481-9999
Cory Commander	Command Construction	cory@commandindustries.com	504-416-4782
Nathan Bickis	Command Construction Tool & Materials	Nathan@CommandIndustries.com	504-416-4875
Kington Lawler	AFMG	Kington.Lawler@AMFint.com	832 563 4359
SHAELEY P. LA SALLE, JR.	GNOEC CHAIR	SHELEY@SHELBYLASSALLE.COM	504 494-5558



GREATER NEW ORLEANS EXPRESSWAY COMMISSION
3939 N. Causeway Blvd., Ste 400
Metairie, LA 70002

RELEASE HOLD HARMLESS FOR ACCESS TO SPARE SPAN A

Date: _____

Company Name: _____

Project: Southbound Bridge Rail Improvement Project No. 433

This confirms that the Greater New Orleans Expressway Commission (hereinafter "the Commission") will allow _____ individuals ("Individuals") employed by or associated with _____ ("Company") to enter upon and perform exploratory test drilling ("the Work") on a spare span of the Causeway marked as "A" ("span A") located in the Tchefuncte River owned by the GNOEC in connection with the Southbound Bridge Rail Improvement Project No. 433 Bid (hereinafter "the Project") subject to the following terms and conditions, and notwithstanding any other agreement(s) between the parties to the contrary. Access to other spans is not permitted.

1. Company assumes all risks in connection with the Individuals entry upon and/or Work on Span A.
2. Company agrees and is limited to drilling of one (1) set of holes in the agreed upon location.
3. Company assumes all risk in connection with the Work and the use of the data resulting from the Work.
4. The Commission makes no warranties, express or implied, concerning the condition of Span A.
5. Company waives any and all claims it may have now or which may arise in the future regarding the condition of Span A.
6. Company agrees to defend, indemnify and hold harmless the Commission and all of its employees, consultants, agents, engineers and assigns, for, from and against any and all claims, demands, suits, causes of action, losses, costs, injuries, damages, expenses, attorney's fees, interest, penalties and liabilities of any kind or nature resulting from personal injury, sickness, disease or death, or injury to or destruction of tangible property arising out of, resulting from, or in connection with the access granted to and the Work performed on span A, even if such claim referenced herein is caused, in whole or in part, by the fault, liability or negligence of the Commission and/or the alleged vice or defect in Span A.
7. Company shall provide the GNOEC with proof of general liability (\$1,000,000.00), marine general liability (\$1,000,000.00), and marine pollution liability coverage (\$1,000,000.00) before performing any work and/or accessing Span A and shall name the GNOEC, it's Commissioners, employees, consultants, agents and engineers as additional insured on a primary, non-contributory basis thereunder.

This Release and Hold Harmless Agreement shall be binding and effective on Company's successors, transferees, and assigns.

Company represents and certifies that he/she has read and fully understands the terms set forth in this Release and Hold Harmless Agreement.

IN WITNESS WHEREOF, Company has executed this Release and Hold Harmless Agreement, after reading of the whole, on this _____ day of September, 2018.

COMPANY:

THE GREATER NEW ORLEANS EXPRESSWAY:

Signature: _____

Signature: _____

Printed Name: _____

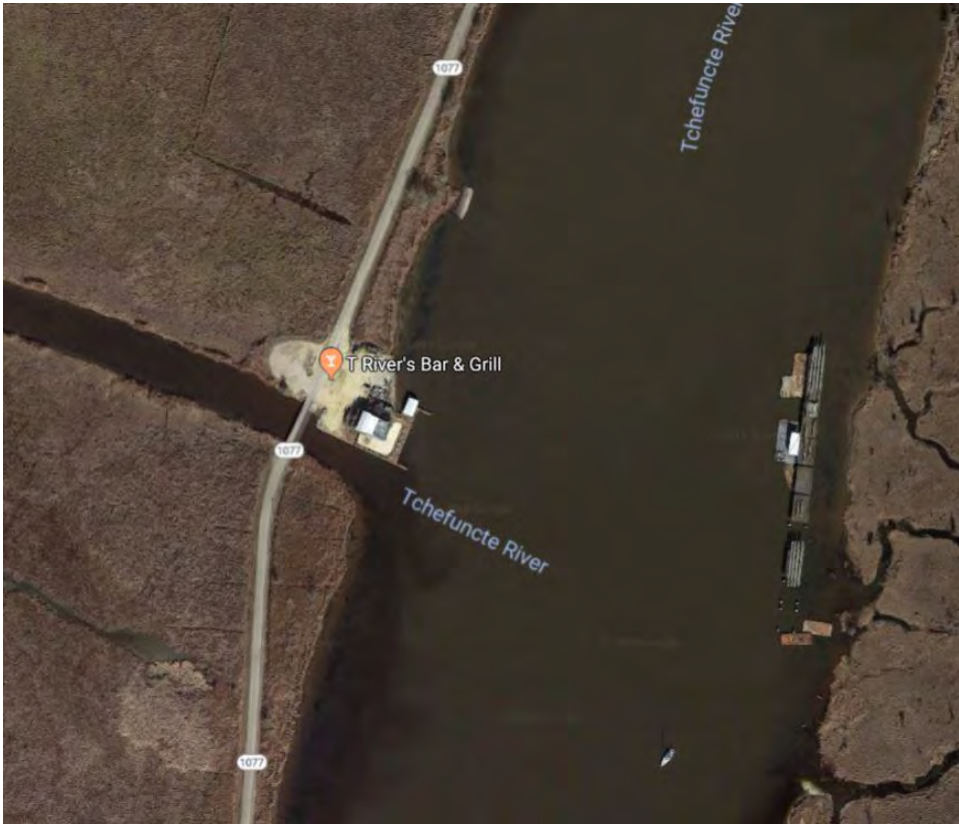
Printed Name: _____

Title: _____

Title: _____

As Authorized Agent
for and on behalf
of Company: _____

SPARE SPAN A





RESPONSE TO QUESTIONS

OCTOBER 3, 2018

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

Question: Does this project require Buy American Steel? The Specifications say per LADOT but does that mean just technical or does it mean sourcing as well?

Answer: No, the project does not require Buy America. The DOTD specifications note that Buy America is required if noted in the Contract, which in this case it is not.

Question: Will we be allowed to burn slotted holes in tube steel and plates using plasma torches?

During the fabrication process for the HSS members will thermal forming of bolt holes be acceptable?

Answer: Yes, burning slotted holes in tube steel and plates using plasma torches is permitted as long as hole tolerances specified in the RCSC and AISC specifications are met.

Question: States "contractor shall not drain any water to the lake." What is the concern with draining the water filled barriers to the lake? If lake water is used to fill the barriers; can it be drained back into the lake?

Answer: The commuters are very concerned with the Lake. The Commission wishes to avoid any appearance of impacting the Lake.

Question: There is a discrepancy between the quantities shown on the Summary of Estimated Quantities Sheet and the Bid Form for the 56' span – single rail and 56' span – double rail. Can you please confirm which quantity is correct?

Answer: The quantities on the plans are correct. The quantities in the specifications had a typo of a number prior to change for the shoulder project. This will be addressed in a future Addendum.

Question: Per Bridge Rail Details – Steel Alternate sheet 1 of 4 – Material and Fabrication Specifications for The New Steel Members: Note 3. Welding shall be performed using Lincoln Electric Super Arc L-56 wire or approved equal. Would the use of Lincoln Ultracore 71C wire (E71T-1C H8) be acceptable as an approved equal?

Answer: The specified Lincoln Electric Super Arc L-56 Wire provides better control and a better weld finish and appearance when compared to the Lincoln Ultracore 71C wire. Hence, the Ultracore 71C is not acceptable as an approved equal.

Question: I see that the plans call for the steel fabricator to be AISC certified... I have seen more times than not, this requirement waived. Will that be the case for this project or will the requirement remain?

Answer: The requirements for AISC Certification will remain. We are reviewing if additional AISC certifications will be allowed.

Question: Please confirm the tax exempt status of this project.

Answer: Yes. See Article 6. Sales Tax Exemption of the Public Works Contract, Pages 5-6 thru 5-8, for additional information.

Question: Is this project tax exempt?

Answer: Yes. See Article 6. Sales Tax Exemption of the Public Works Contract, Pages 5-6 thru 5-8, for additional information.

Question: Can the design engineer provide layout for all overpass locations ("humps"); ie... vertical curves, PT, PC, etc....?

Answer: Additional original design plans will be provided in a future Addendum.

Question: Will the contractor be allowed to store small equipment on a crossover properly delineated?

Answer: No.

Question: Are there prevailing wages governing this project?

Answer: No

Question: What is the ADT count on the Causeway?

Answer: Approximately 20,000 each direction on weekdays.

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

Answer: No.

Question: Can part of the turnarounds be used as a temp laydown yard?

Answer: No

Question: Is there any provision about using barges along the bridge as laydown areas?

Answer: See Section 104.09 of the Supplemental Specifications for Marine Operations Procedures.

Question: Is there any potential to use the shoreline (south and north) for landing barges as a laydown yard?

Answer: No.