

## Q&A

**Updated May 20, 2019 1:30 PM**

1. We understand that considerable effort has been put forth to arrive at the current design for the temporary bridges, however a lesser cost may be offered depending on the contractor's current available materials. Assuming that a contractor would offer preliminary engineered drawings and calculations for NDOT's review and acceptance in an expedited manner, would alternate designs be considered for the temporary bridges?

No approvals for alternate structures for the temporary bridges will be granted prior to bid opening. NDOT will consider other options proposed by the Contractor after letting.

2. The notes call for all structural steel to be A709. Would the NDOT consider alternate material that meets the same standards since this is a temporary bridge with an accelerated schedule? This would only be applicable to the temporary bridge. Materials such as A36, A572, A529 especially for plate and channel sections.

No approvals for alternate materials for the temporary bridges will be granted prior to bid opening. NDOT will consider other options proposed by the Contractor after letting.

3. Would NDOT provide the design calculations and geotechnical documents for the temporary bridge and the permanent bridges?

All available geotechnical information is contained within the bid plans (for both projects). NDOT will not provide the design calculations for the temporary bridges nor the permanent bridges.

4. Can we burn flood debris? If not, please advise as to the appropriate disposal of debris.

Clearing and Grubbing, Section 202.02 Paragraph 4a states "Disposal shall be in accordance with all local, State, and Federal regulations"

5. Please provide these documents and delivery timeframe for all applicable documents listed in A.1.b.i-.xiv

The department does not have a definitive timeframe for these documents. They will be available when completed. The contractor can commence work prior to receiving the documents.

6. Would NDOT allow non-domestic steel for any of the temporary bridge substructure?

Yes, non-domestic steel may be used for any component which will not be permanently incorporated into the project.

7. The requirement of 1/8" in 10 feet of tolerance on temp pavement appears to be very restrictive considering the posted speed limit is 25 mph. We would suggest ¼" in 10 feet of tolerance.

The temporary surfacing specifications will not be adjusted.

8. Due to the work starting after April 1<sup>st</sup> and ending prior to September 1<sup>st</sup>, will the Migratory Bird Compliance requirement be waived?

Yes, an addendum will be issued to clarify.

9. Special Plan No. 1, Sheet S8. Vertical rebar hoops limit the access for tremie concrete placement to 18" diameter. In lieu of hoops could the contractor select to use Lenton Terminators?

I assume the question is asking about the 180-degree hooks on the vertical bars. In order to eliminate the tremie conflict with the hooks, we would allow the use of standard mechanical rebar splices to attach the hooks after placement of the drilled shaft/rock socket concrete. The mechanical splices would need to be placed as close as practicable to the construction joint at the top of the drilled shaft.

10. Special Plan No. 1, Sheet S1. A note on drawing 1/29 indicates that "All reinforcing steel shall be epoxy coated and conform to the requirements of ASTM A615/A615M." However, note 6 on drawing 8/29 indicates that "All reinforcing steel in the drilled shafts and rock sockets shall be uncoated." Please confirm drilled shaft and rock socket rebar should be uncoated.

The intent is to have drilled shaft and rock socket reinforcing steel be black, uncoated reinforcing steel that conforms to the requirements of ASTM A615, Grade 60.

11. Special Plan No. 3, Sheet S42. The note on the bottom center of the sheet states that "Earthwork volumes outside the box defined by the sheet piling, the face of the scour hole and the back of the abutment are included in the roadway quantities". Since there are no cross sections in this area, and no earthwork quantities appear in the group of items for "BRIDGE AT STATION 500+94.36" on the lower righthand side of the plan sheet C1, where and what are these earthwork quantities?

This sheet has been superseded by Revision 1. However, a similar situation occurs at the Pier No. 2 remodel. Earthwork was calculated beyond the Pier No. 2 remodel and is included with the overall Excavation (Established Quantity) item.

12. Special Plan No. 3, Sheet S46. To carry out the structural steel repairs required on this sheet, access to the bottom of the existing bridge is required. From a site visit, the bridge is silted in up to nearly the bottom of the existing pier caps between approx. station 498 and 502. Will the excavation required to access the bottom of the bridge for the structural steel repairs be paid as excavation? After repairs are complete does this material need to be placed back under the bridge or hauled off?

This sheet has been superseded by Revision 1. The item Reset Girders at Bearing has been deleted. The other repair work is similar and may require access below the bridge. If the contractor needs to remove material to facilitate his operations, our suggestion is to include this cost with the Preparation of Structure item. The material could be incorporated into an access crossing or hauled off; it does not need to be replaced under the bridge.

13. Special Plan No. 1, Sheet S7(N-12), Special Plan No. 1, Sheet S5(US-281).

If there is any geotechnical information, such as a Geotechnical Baseline Report or Geotechnical Data Report, beyond what is listed on the referenced sheet, please provide. In addition, we would like to have the design calculations for the new permanent bridge foundations and the UCS of the shale bedrock(US-281 Specifically)

Do to the softness of the shale, core samples were not taken and therefore UCS are unavailable for US 281. Blow counts are shown on the boring logs.

14. Drilled shaft specification; Paragraph 5, 'General Methods and Equipment'

Indicates that the contractor shall be prepared to over-ream the sidewall of a shaft as determined by the Engineer. What is the timeframe from sidewall introduction of water or slurry that the Contractor shall be required to over-ream?

Sidewall over reaming shall be performed when the time for shaft excavation exceeds 24 hours (measured from the beginning of excavation below the casing when casing is used) before the start of concrete placement. Sidewall over reaming shall also be performed when the sidewall of the hole is determined by the Engineer to have softened due to the excavation methods, swelled due to delays in the start of concrete placement, or degraded because of slurry cake buildup.

15. Special Plan No. 1, Sheet S8

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Niobrara West Bridges