

- 1) Sheet RW-1 through RW-5 state that these sheets are “for information only”. Is it correct to assume that the COE contractor is not required to do any of this work unless it specifically states “by government” or “by government contractor”?

**[Question withdrawn]**

- 2) Sheet S-05 notes that existing 36” riprap to be removed. Does this include the transition rock on both sides of the bank or just the rock between the bridges on the right side of the bank?

**[Existing transition rock and 36” riprap are to be removed. Refer to notes 7. and 8. on Sht S-05]**

- 3) Do you have any additional information for note 13 on Sheet S-04? Specifically, if the footing had a concrete cap or steel piling, about how big is the existing footing, how deep does the piling go, and how many abutments and piers there were.

**[Available as-built drawings of the existing UP bridges can now be reviewed at the COE District Office (Dan Jones @ 816-983-3603). Contractor review of as-bults will be addressed in Amendment 3. As-builts for the previously removed bridge located just upstream of Bridge B-21 (referred to in Note 13 of Sheet S-04) are not available.**

- 4) Sheet C-1, note 2 says to use rockfill in soft areas, how is this measured and paid for?

**[The decision to substitute used rockfill for bedding material in soft subgrade areas will be a field decision. However, replacement of bedding with rockfill is not anticipated to be extensive, or may not be necessary]**

- 5) Sheet C-1, channel sect A shows rock is only placed within the S+B+S limits of the channel, however sheet S-04 seems to indicate (by the legend notation) that the rock extends all the way up the bank to the bridge abutment. Which view shows the placement limit of the riprap?

**[Refer to Sht S-04 which indicates the rock symbol wrapping around the abutment slope and ending at the wingwall and then extending downslope on a line approx. parallel to the river channel. Sheet C-1 indicates placement in the trib channel]**

- 6) Is rockfill required to build the 30’ access road over the 72” RCP noted on sheet C-1? Is a clay layer required over the RCP to protect the pipe and is 6” bedding required also? Sheet S-04 shows a 25’ access road over the RCP. Is the road only 30’ over the RCP, how long is the road (will it be split-up in multiple locations), is there a cross section detail of the road and how thick is the surfacing rock (sect 2501)

**[Locations to place reused rockfill are designated in the plans. Refer to Amendment 2. The Trib detail on Sht C-1 indicates 30’ width over the crossing]**

**and Sht. S-04 indicates 25' width elsewhere. The access roads indicated on Sht.'s S-02, S-04 and S-05 provide a continuous connection from public streets to and within the project permanent r/w limits. The permanent access road cross section is discussed in Spec Section 2501, para. 3.2. and the bid item description states that 32 stations will be surfaced.]**

- 7) Sheet C-1, section AA states that a toe wall is required only at the outlet end of the pipe. Is the concrete toe wall and riprap at the inlet side of section A not applicable?

**[ See Amendment 2 ]**

- 8) What is the limit of the 6" bedding rock? Sheet S-31 shows it under the 24" only up to pier #3, and sheet S-12 says it is not placed under the 24" riprap.

**[Note 2 on Sht S-12 indicates where bedding is not required. In other areas, bedding is used as an intermediate layer between riprap and soil where new riprap is placed on soil. Sht's S-12, S-31, and S-47 show that bedding is not required under the new riprap within the 44' wide low-flow channel limits and on the adjacent 1 on 3 side slopes. This is because the low-flow channel area will likely be underwater and 6" bedding placement would be difficult and unnecessary]**

- 9) Is there a detail for the riprap gutter on S-04 (sta 212+12, LT of CL)? Are the gutters at approx sta 209+48, 210+90, and 211+55 built to the same dimensions and configurations?

**[See Amendment 2]**

- 10) It is indicated on sheet S-02 and 2221-3.11 that there are 3 fill areas (D, E2, and G). How much excavated material goes to each location, is there a specific configuration / slope that they have to be finished to, and is it acceptable to use the permanent access road as a haul route?

**[Most of the excess excavated soil materials can be placed on the larger fill area "G". Placement depths are discussed in Para. 3.11. Slopes are graded to match to the existing slope of 0.5% as noted on Sht. S-04. Refer to Para 3.1 of Section 2100 for haul roads.]**

- 11) Sheet S-18 shows the bottom of the pier cap at 747.16', did you intend for it to be 747.21' as noted on sheet S-17 and S-18A?

**[See Amendment 2]**

- 12) Which pile caps get sheetpile skirting as noted on sheet S-12 and S-13. Is it correct to assume only the upstream cap of pier #2 gets skirting? Is it necessary to drive sheetpile before casting the pile cap to allow the embedded anchor bolts to be attached to the sheetpile? Also, the anchor bolt layout (18"oc) does not fit the contact location of the PZ-27 sheets. Please advise.

**[Pier 2 includes three pile caps. Three caps require skirting at this pier.]**

**Contractor to determine best procedure to install the sheetpile. Will amend drawing to state 36" O.C. for anchor bolts.]**

- 13) Spec page 2100-1.2.1.1 stage1 directs the contractor to move the removed girders to a UPRR yard. How many miles is the yard from the jobsite, and specifically which items are transported and which items are disposed of.

**[UPRR no longer wants the old bridge steel. Contractor will take title to this material and haul off-site. Section 2100, para. 1.2.1.1 (Stages 1 & 4), para. 1.2.1.2 c., and plan sheet, S-03, General Notes, Item 9; S-06, Stage 1, Item 4; and Stage 4, Item 20 will be revised in Amendment 3]**

- 14) Regarding Item 18 (spec pg 8 of 169) and 2100-1.1.1, it is our understanding that the railroad will handle the utility conduit removal from the old bridge and re-attachment to the new bridge. Will the contractor have any responsibility for the utilities?

**[The existing conduit attached to the mainline bridge contains cables which connect the railroad's signal and switch. Responsibility for this is covered in Section 2100, para. 1.1.1c. No other utility conflicts are known. However, the contractor should contact utility companies to verify clearance as discussed in 2100, para. 1.3.3]**

- 15) Regarding 05120-3.1.5, we are assuming that interior crossframes, gusset plates, etc (those parts that will not need to be disassembled for the jobsite shipment) will be supplied with the specification bolts properly torqued during shop assembly. Is this a correct assumption? We will forward your response to all steel fabricators.

**[Proper torquing requirements for bolted components (both for shipping and installation) should be in accordance with the AREMA and AISC references, whichever controls].**

- 16) Bearing pads at top flange of girders on drawing S-17. What is the length of the 1/2" x 6" bearing pad?

**[Pads are indicated in detail 1 to be placed under the precast panel between the girder and panel. As a typical detail, it represents continuous placement of the pad for the full length of the girder where panels are placed]**

- 17) Slab anchors from detail 1 on drawing S-17. Who manufactures "Ever Tight" products? If other products are acceptable, what might those products be?

**[See website Q & A, dated 10 October, 2003. Amendment 3 will clarify]**

- 18) The "side elevation" detail in the upper left corner of the drawing has a notation that reads: "Minimum 1-1/2" thick rocker plate". Does this mean that the rocker plates can be thinner than the 3" shown for Dimension C in the data chart, providing the masonry plate and/or slider plate are made thicker to maintain the same stack height?

**[The data chart provides Dimension “C” for the rocker plate, which is the total thickness of the plate at the center of bearing, as shown in the side elevation detail. The notation that you refer to, i.e., “Minimum 1-1/2” thick rocker plate” in the side elevation detail is the minimum length dimension of the straight sided (uncurved ) portion of the plate.]**

- 19) In one place, bid opening is 2:00PM and another shows it as 1600 hrs. Which is correct?

**[Amendment 2 changed the bid opening date to 28 October 03 at 2:00 PM (1400 Hrs) in Room 164]**

- 20) Amendment 2 says that Sht. C-1 and S-02 have changed. The website does not show C-01 and S-02, and does not appear to be updated for amendment 1 or 2 ( as stated in the amendment column on the website). Will these sheets come out on CD or how can we get a copy of these sheets?

**[The website indicates the amended sheets in the amendment column adjacent to the list of drawings. Sheets C-01 and S-02 were revised in amendment 2 and a “2” is shown in the amendment column for these two updated sheets. (Note that the CAL file name for C-01 is now listed as CBLUECO1.CAL). All sheets can be viewed and downloaded from the website]**

- 21) Please provide the questions for the answers stated on the Blue River Main Webpage (near the bottom of the page, under the specs and Prebid Minutes) with the weblink named “Responses.pdf-4KB”.

**[This has been corrected. The questions now appear together with the answers. However, the original responses (without questions) still appear on the website under “Responses.pdf” since they could not be deleted. Please disregard and click on the next one down]**

- 22) The website says the bid date is 10/7, the amendment says 10/28. Is the amendment date correct?

**[Information provided on Amendment 2 is correct as of this date]**