

## **Bid #14-40 Bridge Rehabilitation Stillwater Circle**

### **Questions & Answers**

**May 14, 2014**

- 1) For bridge rail in the base bid, has the modified existing bridge rail and anchorage been evaluated for compliance with current crashworthiness standards? If not, does the City of Rochester or the Engineer accept responsibility for the design?

The Engineer accepts responsibility for everything within the planset by definition.

- 2) Similarly, for Alternate 1, the approach transitions (if used in lieu of a concrete parapet, see question 4, below) do not appear to meet the standards (25' long, with close post spacing). Is this intended, and is the City/Engineer taking responsibility?

See response to Question #1.

- 3) For Alternate 1, is the 4-bar railing to be traffic/pedestrian or traffic/bicycle railing? Both configurations are shown (p. 507(01), etc.).

Because it is mounted on a sidewalk, it would need to be the traffic/pedestrian type railing.

- 4) For Alternate 1, is the steel bridge rail termination in concrete parapet wall on page 507(02) is to be omitted in favor of the transition on 507(13)? How is the 4-bar Pedestrian or Bicycle rail to be terminated?

Yes, the 4-bar pedestrian or bicycle railing will need to be terminated in a similar fashion to the 2 bar except that all (4) bars of the railing should be sloped down to the required height to make the connection to the approach guardrail.

- 5) No details are shown for a widened coping on top of the wingwalls to accommodate either the modified rail from the base bid, nor the T2/T4 posts from Alternate 1. Is the existing coping to be replaced in-kind (although at a higher elevation)?

Yes, the top of the wingwalls will need to be sufficiently wide to accept the bridge rail posts, and should be replaced in kind at the higher elevation.

- 6) There does not typically appear to be enough gap between the box beams to allow for coil rod formwork supports as conceptually outlined on sheet 12. Will it be permissible to drill into the box beams for anchorage points? Are details of the box beams or other drawings for the existing structure available?

Drilling will not be acceptable into the box beams, drilling at the joints will be acceptable to allow enough room for the coil rod. Any location that is drilled will need to be grouted upon removal of the coil thread. No recorded details are known to exist.

- 7) It appears jersey barrier is to be used as a counterweight for the cantilevered portion of the existing sidewalk, shown on sheet 7. Are any structural details available of the existing sidewalk or its connection to the box beams?

No structural details are available for the existing bridge.

- 8) Are the existing excavated and reclaimed soils to be re-used if they don't meet spec (sheet 2, note 18), or will new material be required?

Existing excavated and reclaimed soils shall be re-used. Any new material brought into the project shall be required to meet specifications.

- 9) Is the slope riprap shown on sheet 4 also to be placed along the fronts of abutments?

No, only at the wings.

- 10) A stormwater pollution prevention plan (SWPPP) appears to be mentioned only once in the bid documents (sheet 2 schedule of items). Is a SWPPP and monitoring to be provided by the Contractor, and what are the monitoring requirements?

Yes. The Contractor is responsible to monitor and maintain the soil erosion and sediment control devices installed by the contractor in a professional manner in accordance with industry standards. Monitoring and maintenance shall take place prior to and during applicable storm events to evaluate performance. Monitoring and maintenance shall also be performed as required by the City and/or by the Engineer.

- 11) Have any necessary permits been obtained for this project?

This project is a maintenance project and as such there are no necessary permits.