

ADDENDUM NO. 2

TO: Prospective Bidders
FROM: Donna Johnson, Contract Administrator
DATE: November 20, 2024
PROJECT: I-277 Rail Trail Pedestrian Bridge
Project No.: PMES181572
Bid Number: 269-2025-056

The following items are being issued herein for modification and clarification to the Bid Requirements for the project referenced above.

MODIFICATIONS TO PROJECT DRAWINGS

- 1) On the DRAWINGS, *replace* the drawing sheet indicated below with the revised drawing sheet included as part of this Addendum No. 2. Revised drawing sheets will be uploaded to **Bonfire** with this Addendum.

SHEET NO	DRAWING TITLE
S-23	Partial Plan Deck Geometry

QUESTIONS AND ANSWERS

1. Is each span self supporting with only its steel members in place? In other words, if we install the one span's worth of 2 arches, crossbeams, tapered T beam, tie beam plate, and steel cabling as a single piece and set it in place, will it support itself with no additional bracing or temporary works? Or do we need the SIP in place, or would we further need the CIP deck in place??

Answer: Installation of SIP is recommended to brace the deck. Otherwise, the steel structure as described in this question is stable, as long as the tied-arch structure is in place.

2. S-23 appears to have a drawing error were grid line Tn at its start (to the left of its intersection with grid line 0), is not in line with the rest of the Tn grid line. This is throwing off our ability to model the system. Please explain or revise

Answer: Drawing sheet S-23 has been revised with this addendum.

3. Are there any requirements associated with the steel fabricator or erector? Typically we find AISC certification requirements associated with this type of work.

Answer: Certified Bridge Fabricator - Advanced

4. Are there are requirements or experience required of the Cable Quality Control Manager?

Answer: *The following criteria shall be seen as minimum requirements for the cable contractor and technical lead:*

1. *Minimum of one high profile project of high technical difficulty and geometric complexity within the last 5 years.*
2. *Successful completion of a comparable sized project within the past 2 years*

5. Can the steel cables be dynamically loaded? In other words, can we use the permanent steel cables to hold the span together during lifting and placing operations or should we utilize temporary means to hold everything together?

Answer: *This would be acceptable. Erection Engineering Analysis need to verify that cables are not over utilized during the erection of the bridge. Cables cannot be used for temporary arch braces for second span.*

6. For the Type I Standard Approach Fills, the Select Material per NCDOT Standard drawing, is shown to begin 12 inches above the bottom of the cap. Since this is not a typical end bent, are we to start the select material fill from the top of the pile cap? If so, will the slope (1-1/2:1) of the standard (423.01) be kept the same?

Answer: *The selected fill should start 12in above the bottom of the pile cap. Slope can be kept the same as per 423.01.*

7. Some of the quotes we are getting for the bridge railing have German made components, will this be accepted?

Answer: *This project has a Build America, Buy America clause (1.4 SP1 G05) and there are railings available that meet this clause, however in the NCDOT Spec book (Section 106(B)-1st paragraph) a minimal amount of foreign steel can be used provided the combined material cost of the items involved does not exceed 0.1% of the total amount bid for the entire project or \$2,500, whichever is greater. Also, if the component is a high strength fastener, it's required to be domestically produced and cannot be foreign.*

8. Sheet 2B under the flagging & OCS section states that "all costs associated with de-energizing the OCS and re-energizing costs will be the responsibility of the Contractor". Please confirm what that cost would be.

Answer: *This cost is approximately \$3,000 per night.*

9. What are the time restrictions when the OCS can be de-energized and the re-energized?

Answer: *If needed, the time for non-revenue de-energization is currently 1am-4am.*

10. Is it possible to postpone the bid due date for the I-277 Rail Trail Bridge project?

Answer: *At this time the City cannot extend the bid due date.*

11. What is expected during the 80 hrs closure? Will we be required to pour the concrete deck?

Answer: *During the closure the expectation is to set the bridge on the supports and complete all necessary steps to ensure the superstructure is safely/securely in place. Pouring the decks can occur outside of this timeframe as long as traffic is not impacted.*

12. Is the Galvanized rebar only for the bridge deck?

Answer: *Correct; this was introduced to reduce the required concrete cover for the top layer.*

13. How much coordination has already been done with CDOT and NCDOT around the road closures? The notes allude to 4 days closures as a suggestion to set the spans, but there is a caveat that we have to coordinate with NCDOT. How much buy in has both CDOT and NCDOT given to allow these closures to happen?

Answer: *There has been significant coordination to obtain the closure duration. The coordination is required to select the appropriate weekend for the work to be completed that does not interfere with events. NCDOT and CDOT must approve the selected time frame and have all appropriate prewarning messages in place in advance of the closure.*

14. The requested concrete sealer for the bridge deck is not available in the US market. Sika does have another option available but it is not a direct equal. Will an alternate be acceptable? Can you share the required spec for this sealer alternate.

Answer: *Yes, this is acceptable to find a substitute to the specified deck sealer. The built up was specified as the following:*

- b. PROTECTIVE SEALING FOR STRUCTURAL CONCRETE SHALL BE APPLIED TO THE DECK WALKING SURFACE, AS FOLLOWS OR EQUIVALENT APPROVED:
 - b.a. PRIMER COAT: 2 x SIKAFLOOR-156 BLINDED WITH 0.4-0.7MM QUARTZ SAND
 - b.b. TOP COAT: 1 x SIKACOR ELASTOMERIC TF, MIN. 3MM WITH 0.4-0.7MM QUARTZ SAND
 - b.c. COLORED SEAL: 1 x SIKAFLOOR-359 N

Sika representative to suggest best substitution for the above deck sealer, e.g. Sikalastic product line.

15. If we elect to stick build the spans, can the arches support themselves after they are fixed at their ends, but before the hangers and beams are installed?

Answer: *For the arch to be stable the following elements need to be completed:*

- Arches
- Cross Beams Tying the arch ends together

- Tie plates to balance arch thrust

16. Will we be required to use a Factor of Safety for the crane of 1.50, due to the proximity of the rail line?

Answer: CATS does not require additional safety factors beyond the standard statutory requirements.

ACKNOWLEDGEMENT BY BIDDER:

Please recognize receipt of this addendum in the acknowledgment addenda section on the *Execution of BID* page.

END OF ADDENDUM NO. 2