STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

ADDENDUM NO. 4
KUHIO HIGHWAY
REPAIRS TO WAILUA RIVER BRIDGE
PROJECT NO. ER-23(001)

The following amendments shall be made to the Bid Documents:

A. NOTICE TO BIDDERS

1. Prospective bidders are hereby notified that receiving of sealed bids scheduled for Friday, September 3, 2021 at 2:00 P.M. Hawaii Standard Time (HST) will be postponed and rescheduled for Friday, September 24, 2021 at 2:00 P.M. HST. The attached NOTICE TO BIDDERS shall be incorporated and made a part of the NOTICE TO BIDDERS.

2. Prospective bidders are hereby notified that the submission of the Disadvantaged Business Enterprise (DBE) Contract Goal Verification and Good Faith Efforts Documentation for Construction, DBE Confirmation and Commitment Agreement – Trucking Company, and DBE Confirmation and Commitment Agreement – Subcontractor, Manufacturer, or Supplier scheduled for September 8, 2021 will be postponed and rescheduled for September 29, 2021. The attached NOTICE TO BIDDERS shall be incorporated and made a part of the NOTICE TO BIDDERS.

B. PROPOSAL SCHEDULE:

1. Replace Page P-1, dated r08.09.21 with the attached Page P-1, dated r08.27.21.

C. PLANS:

1. Replace Plan Sheets No. 44 to No. 50 with attached Plans sheets No. ADD. 44 to ADD. 50, dated 8/27/21.

2. Replace Plan Sheet No. 81 with the attached Plan Sheet No. ADD. 81, dated 8/27/21.

Attached are responses to questions posted on HIePRO as of August 20, 2021.

Attached are HEC-RAS files of the existing and proposed hydraulic conditions.

Please acknowledge receipt of this Addendum No. 4 by recording the date of its receipt in the space provided on page P-4 of the Proposal.

JADE T. BUTAY
Director of Transportation

NOTICE TO BIDDERS

The receiving of sealed bids for **KUHIO HIGHWAY REPAIRS TO WAILUA RIVER BRIDGE, PROJECT NO. ER-23(001), DISTRICT OF LIHUE, ISLAND OF KAUAI**, in HIePRO, scheduled for Friday, September 3, 2021, at 2:00 P.M. Hawaii Standard Time (HST), is hereby POSTPONED UNTIL Friday, September 24, 2021 at 2:00 P.M. HST. Bids received after said due date and time shall not be considered.

The submission of the Disadvantaged Business Enterprise (DBE) Contract Goal Verification and Good Faith Efforts Documentation for Construction, DBE Confirmation and Commitment Agreement – Trucking Company and DBE Confirmation and Commitment Agreement – Subcontractor, Manufacturer, or Supplier scheduled for 09/08/21 is hereby POSTPONED UNTIL 09/29/2021.

JADE T. BUTAY
Director of Transportation

Posted:

PROPOSAL TO THE

STATE OF HAWAII

DEPARTMENT OF TRANSPORTATION

PROJECT:	**KUHIO HIGHWAY REPAIRS TO WAILUA RIVER BRIDGE DISTRICT OF LIHUE ISLAND OF KAUAI**
PROJECT NO.:	**PROJECT NO. ER-23(001)**
COMPLETION TIME:	**600 Working days from the Start Work Date from the Department.**
DBE PROJECT GOAL:	**1.3%**

DESIGN PROJECT MANAGER:

NAME	**Eric Fujikawa**
ADDRESS	**1720 Haleukana Street, Lihue, Hawaii 96766**
PHONE NO.	**(808) 241-3015**
EMAIL	**eric.i.fujikawa@hawaii.gov**
FAX NO.	**(808)241-3011**

Responses to HIePRO Questions for solicitation B21002355
Kuhio Highway, Repairs to Wailua River Bridge
Project No. ER-23(001)

1. **Sheet P-2 shows Curb ramp A detail. Bid Item 650.1200 show a bid item for Curb Ramp D. Please confirm Bid Item 650.1200 should be Curb Ramp A**

RESPONSE: Bid Item shall be 650.1200 Curb Ramp, Type A

2. **Bid Item 511.0100 is used for both Geotechnical Engineering Report and Furnish Drilled Shaft Drilling Equipment, please change one of the Bid Items.**

RESPONSE: One of the Bid Item numbers will be changed.

3. **For bidding purposes, please confirm the schedule for the Force Account Geotechnical Engineering Report consists of 1 week from NTP to start the Geotechnical Borings, plus 6 weeks to complete the borings, and 30 days for the Engineer(HDOT) to review and provide direction on how to proceed with the "affected work". Please confirm that delays, beyond this time period, will be considered a Change.**

RESPONSE: Any delays in this process will be considered a change. A time extension equivalent to the delay will be granted.

4. **Based on the 6 week timeframe allowed for the Geotechnical Engineering Report, please confirm that the geotechnical exploration work for the Geotechnical Engineering Report will be limited to two borings located on dry land at each abutment.**

RESPONSE: The HDOT Geotechnical Engineer-of-Record will define the number, location, and depth of the borings. At this time, four borings extending to at least 150 feet deep are anticipated, but the final number and depth will be determined in the field based on the subsurface conditions encountered. At this time, the bidder may assume that the four test borings will be required between Pier Nos. 1 and 2, Pier Nos. 3 and 4, Pier Nos. 5 and 6, and Pier Nos. 6 and 7. The drill rig and drilling equipment used to perform the geotechnical exploration must be capable of extending the boring down to 200 feet below the water surface at the site, as needed, when directed by the Engineer.

Also refer to response to Question No. 6 for additional requirements related to the Bidder's Geotechnical Engineer and the Geotechnical Data Report.

5. **The 1944 As-builts of the Kauai Belt Road, Wailua Bridge, do not show any blow counts for the borings that were provided. Suggest that HDOT provide a Geotechnical Baseline Report, including blow counts, so that all Bidders can provide a Proposal based on the same assumptions.**

RESPONSE: Blow counts are not available. A basis of bid for the drilled shafts and temporary structures will provided for use by the prospective Contractor.

6. **Please confirm the Bidders Geotechnical Engineer is only responsible to provide the Geotechnical Engineering Report with recommendations to HDOT. HDOT is still responsible for evaluating, recommending and providing record design for construction; including all Engineer of Record responsibilities.**

RESPONSE: The Bidder's Geotechnical Engineer must be a Hawaii licensed Civil Engineer with geotechnical engineering expertise with at least 10 years of licensed experience in geotechnical engineering design and construction in coralline, alluvial, and volcanic deposits of which at least 8 years shall be in direct control or personal supervision of geotechnical engineering work. The Bidder's Geotechnical Engineer is tasked to perform drilling and soil sampling of at least four test borings extending to at least 150 feet below the ground level or water surface. The Bidder's Geotechnical Engineer will produce a Geotechnical Data Report complete with boring logs and laboratory test results conducted by an AASHTO accredited laboratory for all index tests and strength tests, such as ASTM D2850, ASTM D4767, ASTM D3080, ASTM 2166, etc. Photographs of all the core samples retrieved shall be included in the Geotechnical Data Report. A Draft Geotechnical Data Report shall be submitted to the HDOT Geotechnical Engineering for review and comment before submitting the Final Geotechnical Data Report. The Bidder's Geotechnical Engineer must be in communication with HDOT's Geotechnical Engineer of Record during the geotechnical exploration work.

7. **Please confirm that any changes identified through the development of the Geotechnical Engineering Report differing from the Geotechnical Baseline Report, provided by HDOT, will be considered a Change to the contract.**

RESPONSE: Yes. The Geotechnical Baseline Report referred to in this request for information refers to the basis of bid for the drilled shafts and temporary structures only. Minor variations in subsurface conditions from those shown in the basis of bid exhibit shall be anticipated. The Contractor shall bear all costs associated with the installation of drilled shafts and temporary structures to execute the work, except as allowed by Subsection 104.08 - Differing Site Conditions in the Standard Specifications for Road and Bridge Construction, 2005.

8. **As there is no Clear and Grub Bid Item, please confirm where the Clear and Grub and Removal of Trees are to be paid.**

RESPONSE: The extent of the area to be clear and grub is dependent on the contractor's means and methods, thus clearing and grubbing and removal of trees will not be paid separately and is considered incidental to the various contract items.

9. **Sheet S-9.1 shows the Composite Epoxy Resin to Elevation -10. Please confirm that if mudline is higher than -10, the Composite Epoxy Resin will only go to the mudline**

RESPONSE: The composite epoxy shall be installed to elevation -10.

10. **Can the Trial and Load Test Shafts be performed out of the Wailua River or close to shore so that it does not need to be demolished 24" below mudline.**

RESPONSE: No, the Trial Shaft and the Load Test Shaft will be determined by the HDOT Geotechnical Engineer of Record after reviewing the Geotechnical Data Report prepared by the Bidder's Geotechnical Engineer. For the purposes of the bid, the Contractor may assume that the Trial Shaft will be between Pier Nos. 5 and 6 and the Load Test Shaft will be between Pier Nos. 6 and 7, subject to confirmation by the HDOT Geotechnical Engineer-of-Record following review and acceptance of the Geotechnical Data Report provided by the Contractor's Geotechnical Engineer.

11. **Please provide a Lump Sum Bid Item for Temporary Construction Access installation and removal.**

RESPONSE: A Contract Line Item Number related to Temporary Construction Access will be added to the Bid Proposal Schedule. In addition Specification Section 697 has been added to the Special Provisions.

12. **Please provide a location of the Load Test Shaft.**

RESPONSE: Please refer to the response to Question No. 10 for the response.

13. **Please provide a location of the Trail Shaft**

RESPONSE: Please refer to the response to Question No. 10 for the response.

14. **The existing overhead utility lines would conflict with the safe installation of the drilled-shafts, more specifically the hoisting of the reinforcing steel cages. Will KIUC temporary relocate these utility lines? Should the contractor be responsible to relocate these utilities, we would recommend that a Force Account pay item be established.**

RESPONSE: KIUC will temporarily relocate the overhead lines. The Contractor shall be responsible for KIUC's cost for the temporary relocations. The cost shall be considered incidental to the various contract items. The construction completion time on Sheet P-1 of the specifications has been increased based on this issue. It is assumed that it will take KIUC 4 months to relocate their lines once they receive all the necessary information from the contractor. If KIUC exceeds the 4 months, a contract extension will be granted for the time exceeding the 4 months.

15. **Cranes and equipment would need access to the existing Wailua River bridge. Bridge General Note 3, provides the design loads for the new bridge. Please provide the capacity for the existing bridge.**

RESPONSE: The Contractor will need to hire a structural engineer to evaluate whether or not their specific equipment will be allowed on the bridge. The contractor shall submit calculations signed and stamped by a structural engineer licensed in the State of Hawaii.

16. **Traffic control plan for Phase 3, does not specify a time frame for this 2-lane closure. Considering the amount of work on, adjacent, and under the existing bridge with multiple pieces of equipment, rigging, shoring, support structures, the entire bridge should be closed to traffic for extended durations throughout the project. Would a full duration shutdown of the existing Wailua River Bridge be allowed?**

RESPONSE: The contract documents shall be followed.

17. **There are limited options to dewater the area around the existing piers to facilitate the demolition. Would it be acceptable to reduce the removal of the existing piers to approximately mud-level versus the bottom of footing?**

RESPONSE: The existing piers shall be removed to the bottom of the footings.

18. **Please provide location of the Trial drilled shaft**

RESPONSE: Please refer to the response to Question No. 10 for the response.

19. **Please provide location of the Load Test drilled shaft.**

RESPONSE: Please refer to the response to Question No. 10 for the response.

20. **Oscillator Casing is typically manufactured with metric units. Specification allows for 1800-mm OD temp casing for a 6' diameter drilled shaft. Plans specify 1" thick casing wall thickness. Manufacture will fabricate 25 mm thick casing wall thickness. Please confirm that 25 mm thickness be acceptable as 1" thickness.**

RESPONSE: Yes, this is acceptable.

21. **Drilled Shaft diameter is 6'. Please indicate if mass concrete specification temperature requirements will apply to the drilled shaft construction. If mass concrete temperature requirements must be followed, please consider increasing the maximum temperature requirement from 160 degrees to 185 degrees.**

RESPONSE: Yes, mass concrete requirements will apply to the 6-foot diameter drilled shafts. The maximum temperature may be increased if it can be proven that the higher temperature is not detrimental to the concrete. Documents substantiating that no detrimental effects will occur to the concrete with the higher temperature shall be submitted to the Engineer for approval. The Engineer will have the final say in accepting or rejecting the request.

22. **The drilled shaft specification provided qualifications of the drilled shaft contractor. The experience qualification states that the drilled shaft Contractor shall have installed at least three projects using the oscillator method of drilled shat construction completed in the last three years on which the Contractor has installed a minimum of five drilled shafts per project of a diameter and length similar to those shown in the contract. In Hawaii, the amount of drilled shaft projects similar to the diameter/depths and installed using the oscillator method is very limited. The window of having all three projects completed within the last 3 years is very narrow, and will limit competition. Please consider expanding the window to having completed at least 3 projects with the oscillator method within the last 15 years. Having the minimum amount of projects, but completing a project beyond the 3 year window should not disqualify a drilled shaft contractor from having enough experience. Having older projects should help to prove that the drilled shaft contractor has been performing this type of work for a long period of time.**

RESPONSE: HDOT will consider expanding the window for the drilled shaft contractor's qualifications to having completed at least 3 projects using the oscillator method to within the last 12 years.

23. **Per the specification, Geotechnical Engineering Exploration and Design shall be conducted and shall start within 1 week of the Notice to Proceed date. Geolabs, Inc has provided the preliminary geotechnical recommendations for this project. We would like to request that Geolabs, Inc would be allowed to be hired to perform the Geotechnical Engineering Exploration and Design by the Contractor.**

RESPONSE: Yes, this is acceptable. Geolabs, Inc. will not be precluded from the list of qualified and available geotechnical engineering firms to produce the Geotechnical Data Report as required in the Special Provisions. As the Geotechnical Data Report provides only data and does not include any recommendations for implementation in the Construction Contract, Geolabs will be allowed to provide the Geotechnical Data Report considering the emergency nature of this project.

24. **For bidding purposes, please provide a % of concrete overage for the drilled shafts. This will provide equal assumptions for the bid.**

RESPONSE: For your information, the amount of concrete overage for the drilled shafts installed for the Wailua River Plantation Bridge drilled shafts was about 40%. Concrete overage of 40% or less would not be considered unusual.

25. **Drilled shaft specification calls the cement grout used to fill cored holes to have 3/8" per gravel and also migrating amine carboxylate corrosion inhibitor. The small diameter of the cored hole along with the depth of the hole will make it very difficult to fill with 3/8" pea gravel. Please consider removal of the pea gravel requirement and applying the typical nonshrink cement grout specification.**

RESPONSE: Pea gravel shall be included in the mix.

26. **Please confirm that integrity testing will be performed only on the trial shaft. It is not clear if integrity testing will be performed on the load test shaft and production shafts.**

RESPONSE: Integrity testing will be required on the trial shaft and production drilled shafts with test results other than "Good" condition concrete per the CSL tests will be tested in accordance with Subsection 511.03(L), Integrity Testing

27. **We would like to request copies of the geotechnical engineering exploration reports referenced in the geotechnical recommendation letter. The reports exploration reports requested are: a. "Geotechnical Engineering Exploration, Kuhio Highway Widening, Vicinity of Leho Drive to Kuamoo Road, Lydgate to Kapaa Bike/Pedestrian Path, Project No. CMAQ-0700(49), Kapaa, Kauai, Hawaii" dated May 12, 2008. b. "Geotechnical Engineering Exploration, Wailua River Electrical Crossing, Kuhio Highway Widening, Federal Aid Project No. NH-056-1(505), Wailua, Kauai, Hawaii" dated October 1, 2009.**

RESPONSE: Reports that are readily available will be provided to the Bidders for information purposes only.

28. **Due to the complexity of the project and the requirements for shoring design, we request extending the bid date by 4 weeks.**

RESPONSE: The bid date has been extended until September 3, 2021.

29. **Are Post mounted Advisory Boards (Notice to Motorist) Required Per Spec 645.03(G) Advisory Signs. Submit advisory sign shop drawings. Construct, install, maintain, and remove two advisory signs as ordered by the Engineer. Place signs at locations designated by the Engineer. Provide signs, minimum B feet wide by 4 feet high, with black letters on orange background, and with three 4,00 pounds/foot flanged channel posts for each sign? If so, can you please provide the locations?**

RESPONSE: Yes, the Advisory Signs are required. Locations shall be determined by the Engineer.

30. **The north, Wailua, existing Railroad abutment is shown to have a portion demolished. The amount shown in Sheet S-2.1 is minimal, but the work, including the Drilled Shaft, temporary bridge supports, and demolition of the existing steel and concrete pier requires more of the abutment to be demolished. Almost all of the Abutment south of Pier 7 needs to be removed, please confirm that this is acceptable.**

RESPONSE: Removing more of the wall is acceptable. It shall be the contractor's responsibility to as built the wall and restore it back to its original condition. The Engineer will not pay for this separately. The area where the shaft cap goes through the wing wall shall be rebuilt according to sheet S6.3.

31. **"Talking with multiple suppliers of the steel casing. Please consider the following recommendations. 1. Either allow for a field splice detail to allow (2) 31' pile with field applied cold galvanizing at the splice or 2. Use 100% coated system, with a 2-part polyurethane component, such as Specialty Polymer Coatings SP-1864."**

RESPONSE: A splice will be allowed and the galvanized area of the steel casing has been reduced. The lower half of the casing below elevation -15 need not be galvanized. See Sheet ADD. 81.

32. **"Section 511 of the Special Provisions states that ""temporary casing to full depth of drilled shaft before concrete placement."" This method requires oscillating the casing to tip and extracting the casing during the pour, causing damage to any coating on the permanent casing. To prevent damage to the Glass Fiber Wrap, this method would require installing the Glass Fiber Wrap after the shaft is constructed. In lieu of this, would the use of polymer slurry be an acceptable method to keep the shaft from caving in during drilling. This method would allow the Glass Fiber Wrap to be installed prior, reducing the risk of damage during installation."**

RESPONSE: Oscillating the temporary casing to the full depth is a contract requirement and will not be relaxed to allow for using conventional drilled shaft installation with a polymer slurry stabilize the sidewalls.

33. **Hi, Resensys provides wireless scour and structural health monitoring systems and our devices have been specced for the scour monitoring section of this project (in the documents). Would you please guide us how we can be added to the Planholders List of this project? Thanks.**

RESPONSE: Interested bidders can add their names to the "Interested Bidders" tab for others to see.

34. **Hi, Resensys provides wireless scour and structural health monitoring systems and our devices have been specced for the scour monitoring section of this project (in the documents). We would like to provide quote (for monitoring section) to the prospective bidders. Would you please guide us how we can access to prospective bidders (potential bidders) list and their contact information? Thanks.**

RESPONSE: Interested bidders can add their names to the "Interested Bidders" tab for others to see.

35. Addendum #3, RFI #10 Response states for the purposes of the bid, the Contractor may assume that the Trial Shaft will be between Pier Nos. 5 and 6 and the Load Test Shaft will be between Pier Nos. 6 and 7. Load test shaft detail on Sheet S9.3 shows top of load test shaft at approximate existing ground. Existing ground may be below water at between the stated pier locations for both the trial shaft and load test shaft. Please confirm if it is the intent to construct the drilled shaft from existing ground, below the bridge deck elevation. If this is confirmed, then please confirm that location of both the trial and test shaft will be constructed on the upstream (Mauka) side of the bridge. There is not enough space between the two existing bridges on the downstream side of the bridge. If the intent of the trial and test shafts were to demonstrate how the production drilled shafts at the piers would be constructed, then both the trial and load test shafts would require permanent casing that extends above ground similar to the production shafts. If this intent is followed, then confirm that demolition of the cased drilled shafts extended above ground, may be cutoff at mudline elevation.

RESPONSE: Yes, the intent is to conduct the trial shaft and load test shaft from the existing ground surface in the areas stated for the purposes of the bid proposal. It is further confirmed that the location of both the trial and load test shaft will be constructed on the upstream (Mauka) side of the bridge.

36. Please confirm that both the trial shaft and test shaft will not require any permanent casing per detail S9.3.

RESPONSE: Yes, the trial shaft and the load test shaft will not require a permanent casing.

37. We request that the contract duration be extended to at least 36 months. When considering the project scope of work and the phasing that it will require, then incorporating the provided traffic control plans, the 19 month construction duration is not feasible. The current traffic control does not allow full closure of the bridge for extended periods of time and not at all Monday to Friday. Furthermore, the requirement to work around daily contra-flow time-frames, while it allows some activities, the useful nature is somewhat limited given the size of the equipment required to complete the contract work. The daily mobilization/demobilization of several large pieces of equipment would make any production work from the roadway not possible. As a result of these constraints more contract time is required to make the current project feasible. a. In an effort to assist HDOT and should the stipulated contract duration have been limited due to Right of Entry of adjacent property, the contractor suggests that limiting the duration of access to that area only, may be a work around to satisfy all parties.

RESPONSE: Full closure of the bridge is allowed during the weekdays, please see traffic control plans and specs. The contract completion time has been extended to 600 working days. See attached proposal P-1 sheet dated r8/27/21.

38. Section 7.2.2C of the SWPPP indicates that "construction staging and stockpiling areas will be located along the Wailua River Marina Access Road that is located on the Lihue side of Kuhio Highway". Please confirm if this area would be provided for the contractor's use.

RESPONSE: Refer to letter from State of Hawaii DLNR to HDOT dated March 17, 2021 included with the bid documents. Subject: Right of Entry Permit to Hawai'i Department of Transportation for proposed staging areas (see Exhibit A of referenced letter). The Contractor shall comply with the Right of Entry requirements for use of DLNR properties.

39. Section 7.2.2C of the SWPPP lists the scope of the project, but doesn't include the demolition of the existing piers. Is this allowed by the SWPPP or will an amendment be required?

RESPONSE: The demolition of the bridge is included in the project scope of work, thus a SWPPP amendment will not be required. Note that BMPs required for demolition of the existing piers need to be included in the SWPPP and submitted to HDOT for certification.

40. It is being considered to divert the existing channel Northward, in the vicinity of Spans 5, 6, 7, 8. This would be to allow flow of the river when cofferdams at Spans 1, 2, 3, 4 are in place. Please confirm if this diversion would be allowed and/or if and permits would need to be augmented.

RESPONSE: It does not appear that the no rise criteria can be maintained if cofferdams at spans 1, 2, 3, and 4 are in place simultaneously. If the Contractor can certify that the no rise criteria for the 1% annual chance flood is maintained, the State will consider this proposal.

41. The Drilled Shaft Details on Sheet S9.1 require FRP on the steel casing over the top section down to Elevation -10.0. Given this casing will be driven to the tip and then pulled up, the FRP will need to be installed after the Shaft is complete. This will require the shaft/pier to be completely dry to allow the FRP work to be completed. HDOT structural should consider this requirement carefully in respect to the high cost, while it may be the most cost effective solution, we believe it warrants careful consideration.

RESPONSE: The FRP may be installed before driving the casing. Two layers of FRP will be required. The finish coating on the FRP shall be touched up above elevation 0.0. See attached sheet S9.1.

42. We request for an extension to bid date by at least 3 weeks, in consideration of the recently received RFI responses in Addendum 3 and the additional RFI that arose from the clarifications.

RESPONSE: The bid date has been extended until September 24, 2021.

43. What maximum river rise do the bidders need to consider for any in water work that would affect the rise (IE Trestle location and elevation)

RESPONSE: The water surface elevation at the upstream face of the mauka bridge is 20.46 for the 1% annual exceedance probability event. All intermediate work shall not result in a rise greater than the existing condition for the design storm.

44. In order to analyze the upstream impacts of the in-water work to existing properties, please provide the effective FEMA hydraulic model or design hydraulic model, in electronic format.

RESPONSE: Please see attached for HEC-RAS files of the existing and proposed conditions.

45. Please consider modifying the pier demolition limits to leave in-place the footing and cofferdam seal on Piers 1-6. Completing the demolition work to the prescribed limits will add in excessive cost to the proposal to access and complete the demolition work as prescribed in the documents. Overhead height restrictions and reach limitations to access the bottom of the footing make it cost prohibitive to demo down to the bottom of the footing

RESPONSE: Pier demolition shall extend to the following elevations:

- Pier 1: elevation (-) 4
- Pier 2 through 6: elevation (-) 7
- Pier 7: elevation (-) 5

46. Per RFI response 4, will the HDOT allow a boring drill on the existing mauka bridge to progress the temp design for the trestle. Can a hole +-8" diameter be drilled through the existing bridge deck to accommodate a boring rig at the locations per HDOT, without needing to be on the water?

RESPONSE: A 8" diameter hole can be chipped out using a 15 pound chipping gun. If the rebar cannot be avoided, the rebar may be cut. After the boring is complete, the bridge deck shall be restored to its original condition. The rebar shall be spliced and the concrete restored. The deck repair details on the S11 series shall be used to repair the deck. Traffic restrictions and concrete curing and strength requirements shall be as stated on sheet S11.1 and in the contract documents.

47. Per RFI response 17, the existing piers are to be removed to the bottom of the footings. Please confirm that demolition is to the bottom of the footing, not bottom of tremie seal nor 1' into the pile.

RESPONSE: See response to Question 45.

48. The 310 Working Day schedule seems aggressive, with the required Construction Sequence. Please consider a longer Working Day Contract (2.5 years).

RESPONSE: The contract completion time has been extended to 600 working days. See attached proposal P-1 sheet dated r8/27/21.

49. Due to the amount of questions and uncertainty of the project, request that the bid date be extended so that all the questions can be answers so that the contactor can move forward with a direction of the bid.

RESPONSE: The bid date has been extended until September 24, 2021.

50. Due to the amount of questions and uncertainty of the project, request that the bid date be extended so that all the questions can be answers so that the contactor can move forward with a direction of the bid.

RESPONSE: The bid date has been extended until September 24, 2021.