

Project No.
Project

WA NP MORA 11(1),
Fryingpan Creek Bridge

Check General or Technical

#	General	Technical	Question	Answer	Date
1	X		Could you tell me when the Frying Pan Bridge Project is scheduled to be advertised for bid? The original plan was December 2025.	We are now anticipating a Spring 2026 (April/May) advertisement.	2/20/26
2		X	SCR 105.02(a) requires harvesting raw rock from the Stevens Canyon Road avalanche chutes "before Memorial Day weekend" each year, but also states access will only be granted "once the Park has cleared the road in May." In recent years, what has been the typical road opening date for Stevens Canyon Road, and how should bidders plan for years when the road opens close to Memorial Day weekend?	The public road opening for Stevens Canyon Road is set for May 22 this year; typically the Park clears the road for admin traffic one to two weeks ahead of public road opening; during this time the contractor would be able to access the road for avalanche chute harvesting. The raw rock is a supplemental resource and the existing bridge rock shall be used first. The existing bridge rock will require the contractor to cut, split, and shape the rock. We will be drafting an Amendment to clarify that the Contractor is to "utilize stones conserved from existing structures. Source additional stones from the avalanche chutes as needed"	5/20/26
3		X	SCR 575.03 limits temporary bridge foundation piles to no more than 16 piles between OHWM limits, and requires design for 100-year water surface plus 5 feet of freeboard. Has the government performed a hydraulic analysis establishing the 100-year WSE at the bridge site, and if so, can that elevation and the associated scour data be made available to bidders to support temporary work bridge design?	OHW for 100-year WSE is shown on Sheet G.2. Scour data is available in the Hydraulics Report in the physical data	5/20/26
4		X	SCR 156.04 allows full road closures up to 8 times for 6 hours each for blasting and girder setting. Does the government anticipate any preferred closure windows (e.g., overnight, weekday daytime) to minimize impact, and can closures be approved consecutively (e.g., two 6-hour closures back-to-back for an overnight 12-hour window)?	No night work allowed, and no back-to-back (e.g. no 7am to 7pm). 6 hours per calendar day during daytime is allowed for full road closures.	5/20/26

5		X	<p>The USACE permit drawings (NWS-2025-0362 sheets H-71 through H-76) lay out a specific three-season construction sequence: Season 1 abutments and majority of riprap, Season 2 girder erection and deck, Season 3 existing bridge demolition and final riprap. How much flexibility does the contractor have to propose an alternate construction sequence, or to revise the means and methods shown in the permit drawings (for example, work bridge configuration, stream diversion footprint, or temporary girder erection foundation layout), as long as the proposed approach stays within the permitted impact footprint and timing windows? Specifically, if the contractor identifies a more efficient sequence, does the government require a permit modification through the original permitting authorities (USACE, EPA, USFS, USFWS, NMFS, NPS), or can changes be approved at the CO level under SCR 104.03 submittal authority?</p>	<p>Construction sequence must fall within the permitted allowances and comply with all conditions as stated in SCR 107.10</p>	5/20/26
6		X	<p>Permit Drawing H-75 (NWS-2025-0362, sheet 18/19) shows a "Timber Pads Alternative" with a Directly Affected impact of 168 SQFT during existing bridge demolition. NWP 14 explicitly authorizes "temporary mats" as part of the permitted activity, subject to the overall 1/2-acre NWP 14 cap. For the existing bridge demolition described in SCR 203.04, the contractor anticipates requiring approximately 2,000 SF of temporary timber crane mats to support a crawler crane and rigging operations inside the isolated, dewatered zone (mats placed on existing streambed, removed in their entirety at completion, with full streambed restoration). Will the government confirm that this scope of temporary timber mat use is within the existing NWP 14 authorization given the temporary nature of the mats and the cumulative project impacts remain below the 1/2-acre cap? If a permit modification is required, will the government coordinate the modification with USACE Seattle District, or is it the contractor's responsibility?</p>	<p>Timber mats fall may under the Corps allowance of one half acre for mats, provided that the mats minimize compaction and do not require ground disturbance when placing them. The contractor will be required to provide a detail of the timber matts and also show the footprint of these timber matts on design drawings in the Stormwater Pollution Prevention Plan."</p>	5/20/26
7	X		<p>With the complexity of this project, quantity of subcontractors/suppliers involved, and two different bid schedules, would there be consideration to add a week or two to the turn-in date?</p>	<p>This will be addressed by Amendment A002.</p>	5/29/26

8		X	Please provide weld size and locations for the anchor rod shear plates (sheet S.19) on the elastomeric bearing assemblies.	This will be addressed by Amendment A002.	5/29/26
9	X		Could I get a list of Prime bidders for this project	The Government does not provide this since bidders may obtain the registered vendors list (aka planholders list) from sam.gov after linking their entity to their registration. If you are signed into SAM.gov with your registered entity and you cannot see the Interested Vendors List, you will need to be assigned the Contract Opportunities Administrator role for your entity in SAM.gov. Go to https://www.fsd.gov/gsafsd_sp if you need additional assistance.	6/1/26
10	X		In light of the complexity of the civil and structural portions of the project, we request the bid date be extended a minimum of two weeks, if possible, to ensure we can put together a responsive bid.	See Amendment A002 for updated bid due date.	6/1/26
11		X	The drilled shaft detail on sheet RG3283-F (bridge drawing 6 of 46) shows the 48" ID permanent casing extending down to the top of bedrock elevation (as interpreted from the nearby borings). The diameter of the drilled shaft below the casing is not called out, but appears to match the ID of the permanent casing. It will be challenging to extend the casing through the very hard rock. Will it be acceptable to reduce the diameter of the shaft below the permanent casing to 42" to allow the use of conventional rock tooling with adequate clearance inside the casing? The diameter of the rebar cage would need to be reduced as well. Alternatively, could the contractor upsize the permanent casing to a larger ID so that a 48" rock tool can be used with adequate clearance?	Reducing the concrete diameter shown in the plans is not allowed. Bid accordingly for casing installation requirements conforming to Section 565.	5/29/26
12		X	Is the agency going to pay force account rates for extra work associated with dealing with rock obstructions while Drilled Shaft, 48-inch Diameter, per Bid Item B1000 (5601-0600), and for driving piles associated with the Temporary Bridge, per Bid Item B1020 (57502-0000)? Can the agency add a bid item to address underground rock obstructions, similar to other Federal Highway projects, typically referred to as Pay Item Number 20306-0100, Removal of Structures and Obstructions, to pay for the extra work associated with these underground boulders	No separate pay item will be provided for drilled shaft construction. Difficult drilling in cobbles and boulder-size materials down to bedrock are expected the full length of the drilling; therefore, boulders will not be considered obstructions. Bid accordingly. Design for the Temporary Bridge foundations should consider the difficult driving conditions and limited embedment if driven piles are proposed. Shallow foundations are also an option.	5/29/26

13		X	<p>Specification 104.05 states: "Unless otherwise permitted, do not operate equipment or vehicles that exceed the AASHTO legal load limits and 80,000 pounds total Gross Vehicle Weight over new or existing structures."</p> <p>The same specification references the Fryingpan Creek Bridge inspection report and requires compliance with the Fryingpan Creek Bridge load rating. The contract documents also include the FLH Bridge Oversized/Overweight Permit Load Request Form.</p> <p>Please clarify whether vehicles exceeding 80,000 pounds GVW may cross the existing Fryingpan Creek Bridge subject to review and approval through the FLH/NPS oversized/overweight permit process, or whether 80,000 pounds GVW is intended to be the maximum allowable crossing weight for the existing Fryingpan Creek Bridge.</p>	Overload considerations are allowed conforming to Subsection 104.05.	5/29/26
14		X	<p>The contract drawings provide a detailed plan, profile, and typical section for MSE Wall 01 at Abutment 1, including wall limits, elevations, and geometry necessary for quantity takeoff. At Abutment 2, the bridge and roadway plans depict stone-faced wall features adjacent to the abutment; however, we are unable to locate corresponding plan and profile information defining wall limits, wall heights, wall area, reinforced soil zone limits, or other information necessary to determine quantities and construction requirements. Please provide the plan/profile information and quantity basis for the wall system at Abutment 2, or confirm that no additional MSE wall or reinforced soil structure is required beyond that represented by the bid quantities.</p>	An amendment will be issued to update plans and quantity basis for MSE wall at Abutment 2	5/29/26
15		X	<p>Spec 575.03 states: "Limit the number of temporary piles for temporary bridges or work platforms placed between OHWM limits to no more than 16 piles." Please clarify whether the 16-pile limit applies only to temporary bridge/work platform foundations, or if the limit is intended to include all temporary piles installed between the OHWM limits, including piles supporting demolition towers, erection towers, falsework, shoring, or other temporary construction support systems.</p>	The limit is intended for all temporary piles installed below OHWM.	5/29/26