



**ADDENDUM NO. 3**  
**City of Lincoln**  
**"O" Street, 2<sup>nd</sup> Street to 9<sup>th</sup> Street (Harris Overpass)**  
**Bridge C.I.P. #701781**  
**State Project BR-5266(1) CN 12572**  
**SPEC. NO. 07-186**  
**June 21, 2007**

**1. CLARIFICATIONS**

The following are questions submitted to the Purchasing Agent along with answers:

*Question 1:*

Is a construction joint allowed in the drilled shafts at the location just below the rectangular pattern reinforcing shown in section A-A on Sheet No. 134?

*Answer to Question 1:*

Yes, if needed for constructability reasons, a construction joint may be placed at this location. The circular pattern drilled shaft reinforcing shall extend through the construction joint to heights as detailed on Sheet No. 134 or 196.

*Question 2:*

Can an HP10x42 or HP12x53 H-pile section be substituted for the HP14x73 section?

*Answer to Question 2:*

No, the HP14 x73 is the H-pile section designed for this project. Smaller H-pile sections will require more piling and larger footings.

*Question 3:*

Regarding settlement for the Intermediate Foundations System as described in the 2nd paragraph on Page 13 of the project specifications:

What is the reason for the difference in total and differential settlement specified: 6 inches total and 6 inches differential in a span of 100 feet from 0 to 20 feet from the abutments and 2 inches total and 2 inches differential in a span of 100 feet from 20 feet and beyond the abutments? Are these indicated settlements post construction settlements?

*Answer to Question 3:*

The maximum settlement criteria from 0 to 20 feet behind the abutments is less restrictive because a structural approach slab spans between a grade beam on piling and the abutment. Therefore, the embankment does not directly support the pavement and higher settlements are tolerable. At locations 20 feet and beyond the abutments, the embankment fill supports the pavement and therefore, the settlement criteria are more restrictive.

The indicated maximum settlement criteria are post construction settlements, once the pavement is in place. However, the Intermediate Foundation Improvement

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designer/supplier will need to work closely with the MSE wall designer/supplier to determine maximum acceptable settlements of the MSE wall system.