

There are no notes to address this. Please confirm if these stiffeners are required.

A: On sheet 1362 the existing girder elevation calls out the proposed 3/4-inch X 7 3/4-inch bearing stiffeners. The designer confirms that they are required. For clarity the Pier Bearing Stiffener Detail on sheet 1364 should state the following under the detail title "Proposed Girder Shown, Existing Girder Similar"

Q: Where is this steel paid?

A: The additional quantity for the bearing stiffeners is 3956 LBS for the Lt. structure and 3956 lbs for the Rt. structure to be included under Item 513E10281 Structural Steel Members, Level 4, As Per Plan. See addendum #12.

Q: Where is the existing paint removal and touch-up paid for these locations?

A: This is paid for under Item 514E00050 Surface Preparation of Existing Structural Steel; 514E00056 Field Painting of Existing Structural Steel, Prime Coat; 514E00060 Field Painting Structural Steel, Intermediate Coat; and 514E00066 Field Painting Structural Steel, Finish Coat. See note 5 on sheets 1362 & 1364.

Q: Bridge LAK-2-0486 Lt & Rt

- Plan sheet 1421 (eastbound piers 1 and 2), and plan sheets 1423 and 1424 (westbound pier 1 and pier 2) have a note in plan view stating "prebored grouted anchor rod assembly (typ). See sheet 30/70 for details." Plan sheet 30/70 has no such detail and pier bearing detail on plan sheet 1449 shows no anchoring requirements. Please confirm that the referenced note does not apply to these bridges.

A: The notes in question on plan sheets 1421, 1423, and 1424 do not apply and should have been deleted. See addendum #13.

Q: Structural steel, level 2 (left and right bridges) plan quantity appears low. The takeoff weight appears to include WF beams, splices and connection plates, only. Adding type 3 crossframes to both bridges, will make plan weight overrun. Please check left and right bridge steel weights.

A: It appears that your observation is correct. The quantities have been revised in addendum #12:

a)LAK-2-0486L (Westbound): Item 51310240 Structural Steel Members, Level 2 = 230,201 LBS

b)LAK-2-0486R (Eastbound): Item 51310240 Structural Steel Members, Level 2 = 185,934 LBS

Q: Bridge LAK-2-0530 Lt & Rt

- Plan sheet 1514 (rear abutment-drilled shaft spiral) SP 402 appear to weigh 107.5 lb/ea. On plan sheet 1515 (forward abutment drilled shaft spiral) SP 402 appear to weigh 34.25 lb/ea. Both rear and forward abutment drilled shaft spirals, SP 402 are identical in size/shape and should be the same weight. Please correct the appropriate plan sheet "table" weight.

Plan sheet 1514 (rear abutment-drilled shaft spiral) SP 403 appears to weigh 203.2 lb/ea. On plan sheet 1515 (forward abutment drilled shaft spiral) SP 403 appears to weigh 64.7 lb/ea. Both rear and forward abutment drilled shaft spirals, SP 403 are identical in size/shape and should be the same weight. Please correct the appropriate plan sheet "table" weight.

A: The revised weight for SP402 is 1737 lbs and SP403 is 4173lbs, on sheet 1514. The revised weight for SP402 is 1853lbs and SP403 is 3734lbs on sheet 1515. This reinforcing is included with respective Item 524 for payment.

Q: Bridge LAK-2-0542

- Plan sheet 1551 lists two structural steel estimated quantity pay items: the first is level 1 and