

the second is level 4. There are no general notes or steel notes defining what is to be included under each pay item. Level 4 appears to include girders, stiffeners and splice plates. Level 1 appears to cover intermediate crossframes. Please confirm that it is the designer's intent to split these items as outlined above.

A: Item 513 - Structural Steel Members, Level 1 has been deleted, and Item 513 - Structural Steel Members, Level 4 has been increased to 662,000 lbs in addendum #13.

Q: Plan sheet 1576, web splice detail shows the bottom flange "outside" plate as 5/8" x 12" and 3' - 7' long and the bottom flange "inside" plates as 1/2" x 5" and 3' - 7' long. Since the bottom flange is 24" wide on both sides of the splice, we believe the bottom flange outside plate should be 5/8" x 24" and 3' - 7' long and the bottom flange "inside" plates should be 1/2" x 11" and 3' - 7' long. Please review and advise what is required at the bottom flange.

A: On sheet 1576, the inside bottom flange splice plates should be 1/2" x 11" x 3'-7". The outside flange splice plates should be 5/8" x 24" x 3'-7". No quantity changes are required.

Q: Please confirm that the ATT utility work (ls) includes 20 ea steel bottom chord supports not paid as part of level 1 steel.

A: Confirmed.

Q: Please confirm that the Dominion utility work (ls) includes 6 ea steel bottom chord supports not paid as part of level 1 steel.

A: Confirmed.

Q: Bridge LAK-2-0760 Lt & Rt

- Plan sheet 1607 and 1609 show 1 ea intermediate diaphragm for each structure (WB and EB). Can these diaphragms be galvanized steel MC 18 x 42.7, or must they be cast in place concrete intermediate diaphragms?

A: The diagrams shall be cast-in-place concrete as shown in the plans.

Q: Addendum No. 1 - Added Bid Items

ODOT added 97 ea pile splices in addendum no. 1 between the following bridges:

Bridge	Piles	Splices	Percent
0363 L/R	72 ea	24 ea	33.3
0400 L/R	44 ea	38 ea	26.4
0486 L/R	95 ea	10 ea	10.5
0542	112 ea	25 ea	22.3

Since none of the bridges require splices due to order lengths, what is ODOT's intent here? We don't see why any of these would be performed. Based on soil borings piles will probably underdrive!

A: These were added as a contingency quantity as directed by FHWA.

Q: There is no quantity for subgrade compaction or 12" cement stabilization for Vine St., Lakeland Blvd. or Riverside Commons Drive in the latest version of the office calculations (posted 12/2/08). Is this accurate?

A: A revised spreadsheet has been posted on the Department's Question & Answer board today (December 17, 2008.) There are quantities for subgrade compaction for Vine St., Lakeland Blvd. and Riverside Commons on the spreadsheet. Since cement stabilization is not specified for these roads, there is no quantity for it.

Q: Ref. 10- Pipe Removed, over 24": Plan sheets 881 and 882 call for 870' of 24" pipe to be removed as part of this item, which in the subsummary sheet 840 is listed as "Pipe Removed, 24" and over". This