

municipalities, who with their police departments, county sheriff forces, and state highway patrols routinely patrol these roads as is. Please remove this note from the LEO bid item so that all contractors can provide equivalent bids.

A: I have deleted that requirement in addendum #21.

Q: Addendum 18 provided plan sheets of the existing SR 91 bridges over Lakeland Blvd. and SR 2. Reference 7, Traffic Island Removed, has quantity to be removed on top of both structures. For the Lakeland Bridge, the replacement called for per plan sheet 35, detail AE is a curbed widening with full depth stone and asphalt pavement totalling 19" deep. The existing deck thickness is 8.25". On structure over SR 2, plan sections call for pavement removal and replacement to a similar depth (19") without new curb, and an existing deck thickness of 8.5". In both cases, the depth of reconstruction goes below the existing bridge decks. Please revisit what should be done with removal and replacement when these islands are on existing bridge decks in an addendum.

A: Details and quantities have been provided in addendum #21.

Q: Addendum No. 18 provided existing structure information for SR91 Bridge over Lakeland Blvd. and SR91 Bridge over SR-2. Please provide details and scope as to how ODOT wants the pavement and islands removed and the new proposed pavement section constructed. There will be significant structure work to these two bridges in order to remove the islands and pavement including bridge deck and reinforcing removals. Details on pg 35 AE, AG and H cannot be utilized. The proposed pavement thickness exceeds the existing deck thickness. This work should be considered structure work and not normal roadway and pavement work. Please review these existing structures and new proposed work and advise via Addenda with details.

A: Details and quantities have been provided in addendum #21.

Q: Sheet 956 calls out the noisewall on top of the moment slab as fiberglass, however the noisewall plans do not include any fiberglass noisewall. It appears that this portion of Wall B is included for payment with the rest of the ground mounted wall. Please clarify as to material type and where it is to be paid.

A: The noise wall material is transparent, not fiberglass and it is paid for as ref # 930.

Q: Reference No. 175 for the moment slab should be itemized by the linear foot or cubic yard and provide a breakdown of the rebar since this is a structural element similar to MSE wall sleeper slabs.

A: Ref #175 is inclusive of all required items. Bid as per plan.

Q: Ref. 7- removal of existing medians on SR 91 bridge over Lakeland and SR 2 will leave exposed bridge deck. There will be old vertical bars that tie the median to the deck. There will be an existing deck with dozens of old vertical bar holes and a surface that will be uncertain due to how well the raised median bonded to the deck surface. There are no bid items set up for repair of the holes as well as treatment of the existing deck surface prior to any restoration work being done. Also, given that this removal is over a bridge deck, are there any restrictions on what equipment and/or methods can or cannot be used? Please address this in an addendum.

A: Details and quantities have been provided in addendum #21.

Q: The noisewall Method of Measurement on sheet 967 states that the top of parapet shall be defined as the bottom of barrier when the wall is constructed behind a barrier. It appears that ODOT Reference No. 930 is for 3,928 sf of wall attached to the moment slab in Wall B. The plan quantity accounts for the entire wall panel as shown on sheet 1010-1011 per the note on sheet 968. Please verify that no deduct will be made for any wall below the top of barrier.

A: The entire SF of noise wall will be paid for; there will be no deduct for noisewall below the top of barrier. The language in the plans has been revised in addendum #21.