

# Ohio Department of Transportation

## Prebid Questions

Project No. 060095

Sale Date - 2/17/2006

Question Submitted: 1/10/2006

Question Number: 1

1) Why do Painting of Structural Steel Reference Numbers 193-196, 222-225, 251-254, 280-283, 309-312, 338-341, require a warranty, but Reference Numbers 110-113 do not?

2) There are no bid lines included for "Grinding Fins, Tears, Slivers on Existing Structural Steel", and for "Final Inspection Repair" with the above mentioned Reference Numbers.

Please clarify. Thank you!

Question Submitted: 1/20/2006

Question Number: 2

Proposal note on page 41 states that this project is an incentive/disincentive contract. Therefore, all critical work items must be completed by August 31, 2006. Critical work is defined as having all lanes and ramps open to unrestricted traffic. The final completion date set forth for the project is also August 31, 2006. No extensions of time will be allowed for inclement weather.

1. Does the critical work definition for unrestricted traffic apply to IR 475/USR 23 only or Holland-Sylvania Rd/Sylvania Ave as well? A signalized lane or full road closure will be required to complete the bridge painting on LUC-23-1006 L/R and LUC-23-1083 L/R.

2. No provisions have been made to address traffic for bridge painting on Holland-Sylvania Rd and Sylvania Ave. A signalized lane or full road closure will be required to complete the bridge painting on LUC-23-1006 L/R and LUC-23-1083 L/R. Please review.

3. We are requesting that the incentive/disincentive clause in the proposal be removed or extended and the completion date revised to a later day. We do recognize the importance of this section of roadway to the traveling public but in our opinion, the completion date for the project is totally unrealistic.

A. Due to the mid-February sale date, long lead items like bearings will not be available until mid-May.

B. The temporary pavement required for maintaining traffic must be installed prior to beginning phased construction. This pavement work is weather sensitive and realistically could not start until early April.

C. There are eight separate bridges that must be completed in phased construction and one structure completed in a full closure. Work on each structure in each phase requires necessary all demolition, substructure concrete replacement under load bearing members, backfilling, deck and parapet replacement, associated roadway work, and the necessary curing and loading periods for QC/QA concrete. Upon completion of the structural repairs, complete painting of six structures is required as well as touch-up painting on the remaining bridges.

D. No delays are recognized for weather.

In our opinion, this project will take the entire construction season with overtime and shift work to complete the structural repairs only. Bridge painting would have to be completed in 2007. If the project is bid with the current notes and completion date, contractors will have to add significant cost to cover the \$10,000/day damages.

Question Submitted: 1/23/2006

Question Number: 3

1. ON PLAN PAGE 50/57 UNDER THE ESTIMATE QUANTITY THE LAST ITEM IT SHOWS THE QC/QA CONC. PARAPET AS BEING IN THE ABUTMENTS, SHOULDN'T THIS BE UNDER THE SUPERSTRUCTURE COLUMN?

Question Submitted: 1/23/2006

Question Number: 4

1. IN THE PROPOSAL ON PAGE 41 UNDER INCENTIVE/DISINCENTIVE PARAGRAPH 6 STATES THERE WILL BE NO EXTENSION OF TIME GRANTED FOR WEATHER EXCEPT AREA FLOODING, BLIZZARD CONDITIONS, DAMAGING WINDS OR LOCAL TORNADO. CAN WE GET THIS TO BE AMENDED, TO INCLUDE RAIN DAYS AS AN EXTENSION OF TIME ALSO?

2.

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## Ohio Department of Transportation Prebid Questions

Question Submitted: 1/23/2006

Question Number: 5

1. ON PLAN PAGE 8/57 IT SHOWS TEMP. PAVE CLASS B. THERE IS NO CLASS B SET UP IN THE BID ITEMS. HOW IS THIS PAID FOR?
2. ON PLAN PAGE 7A/57 (THE CENTRAL AVENUE RAMP) IS THERE A CROSS SECTION SHOWING THE DIMENSIONS AND ITEMS OF WORK TO BE PERFORMED?
3. HOW IS THE EXCAVATION PAID FOR FOR THE WORK SHOWN ON PAGE 7A/57?
4. ON PLAN PAGE 10/57 IT SHOWS SECTIONS A/A, B/B, AND C/C, WHAT PAGE ARE THESE CROSS SECTIONS FOUND ON?
5. ARE THERE SNAPS ON THE EXISTING SHOULDERS AND IF SO HOW ARE THE NEW ONES IF NEEDED GOING TO BE PAID FOR?
6. ALL STRUCTURES EXCEPT THE RAMP BRIDGE LUC.-23-0981 SHOW THE EXISTING REBAR AT THE ABUTMENTS SAWED OFF AND REDOWELED. WOULD THIS BE ALLOWED ON THE RAMP BRIDGE ALSO?
7. WHEN DOING THE SHOULDER STRENGTHENING FOR PRE-PHASE 1 IT SHOWS USING PERMANENT PAVEMENT. WHEN WE GO TO THAT PHASE TO DO THE APPROACH SLAB WORK AND DECK WORK, IT IS GOING TO BE HARD TO MATCH GRADES BETWEEN THE ALREADY PLACED ASPHALT AND THE NEW CONCRETE. CAN WE PUT IN A PAVEMENT PLANING QTY. TO GRIND OFF AND REDO THE SURFACE ASP. SO WE GET A GOOD RIDE?

Question Submitted: 1/24/2006

Question Number: 6

1. THIS PROJECT IS BID AS AN INCENTIVE/DISINCENTIVE PROJECT WITH A TIGHT COMPLETION DATE. THE COMPLETION DATE SET FOR THE PROJECT IS UNREALISTIC. COULD THE FOLLOWING ITEMS BE ADDRESSED?
  - A. COULD THE COMPLETION DATE BE MOVED BACK TO A LATER DATE?
  - B. COULD THE PAINTING BE DONE AT A LATER DATE. THERE IS NOT ENOUGH TIME TO DO THE STRUCTURE WORK LET ALONE PAINTING THEM IN THE TIME FRAME ALLOTTED?
  - C. WHEN WE WANT TO START IN MARCH DOING THE SHOULDER STRENGTHENING ARE ASPHALT PLANTS GOING TO BE OPEN, AND WILL THE WEATHER BE WARM ENOUGH TO DO PAVING WITHOUT GETTING A NON-ALLOW DELAY FOR WEATHER?
  - D. DUE TO THE SHORT TIME BETWEEN AWARD AND START UP, THERE IS NOT ENOUGH TIME FOR THE BEARINGS TO BE MFR. AND DELIVERED WHEN NEEDED.

Question Submitted: 1/24/2006

Question Number: 7

1. THERE IS NO MENTION OF ANY TRAFFIC CONTROL OR RESTRICTIONS FOR THE HOLLAND-SYLVANIA ROAD AND SYLVANIA ROAD. DURING CERTAIN ACTIVITIES THESE ROAD WILL BE AFFECTED. WILL A ROAD CLOSURE OR LANE RESTRICTIONS BE ALLOWED FOR THE WORK UNDER THESE STRUCTURES?
2. ON PLAN PAGE 37/57 UNDER THE NOTES IN THE LEFT HAND CORNER IT STATES "FALSEWORK IN THE BAYS UNDER THE PROPOSED DECK CONSTRUCTION JOINT SHALL BE DESIGNED TO SUPPORT HS-25 LOADING". HOW IS THIS WORK TO BE PAID FOR?
3. ON PLAN PAGE 41/57 THE DECK SECTION HOLDING THE CENTERMEDIAN AND OUTSIDE PARAPET SHOWS A HAUNCH ON THE OUTSIDE. CAN WE FORM THESE STRAIGHT OUT FROM THE BOTTOM OF THE TOP FLANGE, WHICH GIVES A FLAT BOTTOM SURFACE?

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# Ohio Department of Transportation

## Prebid Questions

Question Submitted: 1/26/2006

Question Number: 8

Please review the following questions or comments:

1. The maintenance of traffic sequence for construction is detailed on plan sheet 6/57 for both part 1 and 2. Due to the current completion date specified, is it ODOT's intent to complete Stage 1 & 2 concurrently with Stage 3 & 4? If so, there are several problems (i.e. signage conflicts, single lane closures vs. two lanes shifts) with MOT drawing supplied.
2. MOT construction sequence section on plan sheet 6/57 states that the ramp from WB IR 475 to NB USR 23 shall be closed for all stages of construction. Plan sheet 8A/57 shows two NB lanes of traffic being maintained in stage 1 including the EB IR 475 to NB USR 23 ramp. Plan sheet 11A/57 shows the NB ramp to USR 23 closed yet shows two NB lanes of traffic being maintained over the bridge in stage 1. What is correct?
3. Plan sheet 11A/57 shows the full depth shoulder reconstruction along NB and SB USR 23 taking place prior to stage 1 construction. Will multi-day lane closures be permitted to complete this work? Is closure of the NB ramp to USR 23 allowed for this work?
4. Who is responsible for the detour signing required when the NB ramp to USR 23 and EB ramp to IR 475 are closed?
5. There are several overhead signs for the ramps on WB IR 475 and SB USR 23. No covers or overlays are shown or referenced in the drawings. Are overlays required?
6. General summary specifies only four (4) work zone impact attenuators for this project. We anticipate needing at least 12 EA. Please review.  
LUC-475-1090 L/R – 4 EA (Included in summary)  
LUC-23-1006 L/R – 4 EA (Stage 1 NB/SB, Stage 2 NB/SB)  
LUC-23-1074 L/R – 4 EA (Stage 1 NB/SB, Stage 2 NB/SB)  
LUC-23-1083 L/R – 4 EA (Stage 1 NB/SB, Stage 2 NB/SB)
7. Plan sheet 7/57 includes a plan note for the installation of work zone speed limit signs. Please provide what the posted regulatory speed limit will be for the USR 23 section of roadway in all stages so MOT zone lengths can be determined.
8. All bridge painting items in Part 2 have a warranty. It is our understanding through the OCA that warranty painting work was not going to be specified under bridge repair projects unless the project was a paint prime contract.
9. Warranty bridge decks were specified under Part 2. Typically there is a separate or amended bond item in the proposal for the required maintenance bond. Reference No. 343 in the proposal does not include the necessary maintenance bond.

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# Ohio Department of Transportation

## Prebid Questions

Question Submitted: 1/26/2006

Question Number: 9

Please review the following questions or comments:

1. The maintenance of traffic sequence for construction is detailed on plan sheet 6/57 for both part 1 and 2. Due to the current completion date specified, is it ODOT's intent to complete Stage 1 & 2 concurrently with Stage 3 & 4? If so, there are several problems (i.e. signage conflicts, single lane closures vs. two lanes shifts) with MOT drawing supplied.
2. MOT construction sequence section on plan sheet 6/57 states that the ramp from WB IR 475 to NB USR 23 shall be closed for all stages of construction. Plan sheet 8A/57 shows two NB lanes of traffic being maintained in stage 1 including the EB IR 475 to NB USR 23 ramp. Plan sheet 11A/57 shows the NB ramp to USR 23 closed yet shows two NB lanes of traffic being maintained over the bridge in stage 1. What is correct?
3. Plan sheet 11A/57 shows the full depth shoulder reconstruction along NB and SB USR 23 taking place prior to stage 1 construction. Will multi-day lane closures be permitted to complete this work? Is closure of the NB ramp to USR 23 allowed for this work?
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LUC-23-1074 L/R – 4 EA (Stage 1 NB/SB, Stage 2 NB/SB)  
LUC-23-1083 L/R – 4 EA (Stage 1 NB/SB, Stage 2 NB/SB)
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9. Warranty bridge decks were specified under Part 2. Typically there is a separate or amended bond item in the proposal for the required maintenance bond. Reference No. 343 in the proposal does not include the necessary maintenance bond.

Thank you.

Question Submitted: 1/31/2006

Question Number: 10

1. Can you please review the quantity you have set up for portable concrete barrier, 32" bridge mount. The quantity of 1410lf set up in reference 75 is not enough to set both of the two construction phases on the 8ea bridges which average 180ft long each.
2. Plan note on sheet 6/57 states: "Prior to phase 1 the existing shoulders will be upgraded in order to shift traffic to the right. How is traffic to be maintained for the shoulder reconstruction work? Since this shoulder reconstruction work is 231/4" deep it will not be completed in one night. Are daytime & nighttime (ie, 24hr/day) multiday single lane closures with traffic drums permissible to complete this work prior to setting up phase 1 traffic?

Question Submitted: 1/31/2006

Question Number: 11

1. IN THE PROPOSAL YOU HAVE THE RIVER BRIDGE AND THE RAMP BRIDGE APPROACH SLAB REMOVAL IN TWICE. THERE ARE PAY ITEMS IN THE PROPOSAL REF.3 ,REF.77 AND REF. 101. WHICH BID ITEM ARE WE TO USE? THE QUANTITIES IN THE BRIDGE REFERENCES DO NOT ADD UP TO THE REFERENCE #3 TOTAL?

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# Ohio Department of Transportation

## Prebid Questions

Question Submitted: 2/1/2006

Question Number: 12

There are several conflicting notes within the plans that deviate from the 2005 CMS. Please review and clarify the items listed below.

A. We feel the bar list note # 3 on plan sheets 68, 101, 101A, 138, 138A, and 139/146 should be eliminated in all of part 2. Note # 3 was used when reinforcing steel was incidental to the structural concrete pay item.

B. Part 1 structure includes a separate pay item for the dowel holes. The part 2 structures indicate all dowel holes are incidental to item 511. 2005 CMS includes item 510 for payment of dowel holes.

C. ODOT approval of construction plans and procedures (stress calculations, protection of traffic, structural jacking) are all required by plan note in both Part 1 and Part 2. Lengthy review times by ODOT between 20-30 days are also required. 2005 CMS section 501.05 requires a registered PE or two submit these same procedures but does not require department approval with exception of the railroad structure.

There are separate pay items at each structure in Part 2 for treating concrete bridge decks with gravity fed resin. Are these contingency items for use by the Engineer or are they included for the HMWM sealing of construction joints? Plan notes in Part 2 on transverse section sheets 66, 67, 69-71, 99, 100, 102-105, 136, 137, and 140-143/146 indicate that this work shall be included in item 511 for payment. Please clarify.

Part 1 of the plans includes an approach slab removal item in the roadway section (Ref # 3) as well as in each bridge section (Ref # 77 and 101). Which items do we use?

The SIP formwork note is included in the Part 1 structure plans but not in the Part 2 section. Will their use be permitted on the Part 2 structures?

Plan sheet 3/146 typical sections show a 1' wide resurfacing adjacent to the shoulder reconstruction. Where is payment being made for this work?

Question Submitted: 2/1/2006

Question Number: 13

A couple of questions have already been asked concerning the SB US23 exit ramp to Central Avenue, but we haven't read one that addresses the MOT for performing the widening on the right side. Also, since this pavement is to remain, where are the Item 642 pavement marking quantities for this area.

Question Submitted: 2/10/2006

Question Number: 14

Can solar powered (AC capable) trailer mounted HAR units be utilized rather than as specified in addendum two? This would enable fast re-location if needed, and enable alternate positioning, if required, without the worry of the availability of AC power.

**The solar power question is addressed in item "H" of the HAR note in addendum #2. The unit must be able to be pole mounted at a minimum. It does not preclude that it could also be mounted in a trailer.**

Question Submitted: 2/10/2006

Question Number: 15

Addendum # 1 changed Ref # 175 from Class HP Concrete, Bridge Deck (Parapet) to QC/QA Concrete, Class QSC 2, Superstructure (Deck) with Warranty, APP. The quantity for Ref # 175 remained the same at 54 CY. Ref # 197 High Performance Concrete, for Bridge Deck with Warranty was also included in the proposal with a quantity of 459 CY. Addendum # 2 changed Ref # 197 from the High Performance Concrete for Bridge Deck with Warranty to Field Painting of Existing Structural Steel, Finish Coat. The quantity for Ref # 175 is not large enough for the deck and rail. It appears that an additional item should be added or amended. Please review.

Question Submitted: 2/13/2006

Question Number: 16

Question & Answer #18 from Add #3 indicates that Ref #128 Wearing Course Removed will now pay for the 1' wide strip of asphalt to be removed from the passing lanes and driving lanes. However, the quantity of Wearing Course Removed added by Add #3, 15,320 sy seems extremely high for removing just 1' wide. Is it possible that the revised quantity also includes milling the asphalt from the full shoulder width?

Question Submitted: 2/7/2006

Question Number: 17

1. ON PLAN PAGES 52,58,81,122\$128 OF 146 THE PLAN NOTE THRU THE EXISTING ABUT SECTION STATES TO SALVAGE EXISTING REINFORCING PROTRUDING FROM ABUTMENT STEM ABOVE REMOVAL LIMIT. EXISTING REINFORCING SHALL BE CUT TO A LENGTH OF 4" ABOVE REMOVAL LINE. CAN WE CUT OFF THE EXISTING BARS FLUSH WITH THE REMOVAL LINE SINCE WE ARE DOWELING NEW REBAR IN TO EXTEND ABUTMENT CAP?

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## Ohio Department of Transportation Prebid Questions

Question Submitted: 2/7/2006

Question Number: 18

1. ON PLAN PAGE 6/57 UNDER THE MAINTENANCE OF TRAFFIC NOTES, THERE ARE 4 STAGES OF CONSTRUCTION. CAN WE DO STAGE 1&3 AND 2& 4 AT THE SAME TIME, IN OTHER WORDS CAN WE WORK ON ALL THE STRUCTURES AT ONE TIME?

2. ON PLAN PAGE 5/57 UNDER CONSTRUCTION NOISE IT SAYS ANY POWER OPERATED CONSTRUCTION TYPE DEVICE SHALL NOT BE OPERATED BETWEEN THE HOURS OF 9PM AND 7 AM. CAN THIS NOTE BE DELETED SINCE DUE TO THE TIGHT COMPLETION SOME WORK WILL NEED TO BE DONE AT NIGHT? FOR EXAMPLE ALL THE HIGH PERFORMANCE DECKS ARE TO BE POURED AT NIGHT.

3.ON ALL THE STRUCTURES ON SR 23 THE ESTIMATED QUANTITY SHEETS HAVE TREATING BRIDGE DECKS WITH SRS,AND TREATING CONC. BRIDGE DECKS WITH GRAVITY FED RESIN.CAN YOU TELL ME WHERE THE GRAVITY FED RESIN IS TO BE USED? IN THE PLAN PAGES OF THESE STRUCTURES THERE IS HMWM SEALER INCLUDED WITH THE DECK CONCRETE AT THE PARAPET JOINT WITH THE DECK AND AT THE DECK PHASING JOINT.PLEASE CLARIFY WHERE THE GRAVITY FED IS GOING TO BE USED.

Question Submitted: 2/7/2006

Question Number: 19

1. ARE ALL THE BRIDGE PAINTING ITEMS IN PART 2 WITH THE WARRANTY SPEC. GOING TO BE CHANGED TO REGULAR BRIDGE PAINTING ITEMS?

Question Submitted: 2/7/2006

Question Number: 20

In Addendum #1, the note regarding "Permitted Lane Closure for IR-475 and US 23" infers that lane closures for excavation and paving of the shoulders on US 23 will need to be setup and removed on a daily basis during nighttime operations. Doing so will severely impact production and cost. Why not consider extending the PCB from the bridge reconstruction, and perform the excavation and paving at that time? Since the ramp from WB I475 to NB US 23, and the ramp from SB US 23 to EB I-475 are closed during Stages 1 & 2, the shoulders north of the Sylvania Ave bridge would be available during those Stages. Likewise for the situation at the NSRR and Holl/Sylv Rd bridges. Actually, the distance between the Sylvania Ave bridge & the NSRR bridge could be split, and shoulder work could be done in all 4 Stages.

Question Submitted: 2/9/2006

Question Number: 21

1. IN ADDENDUM #2 THE TRAFFIC CONTROL FOR PAINTING AT SYLVANIA AND HOLLAND-SYLVANIA WAS ADDRESSED BUT THERE WAS NO PROVISIONS FOR LANE RESTRICTIONS TO DO FALSE DECKING AND OR STRIPPING THE DECK AFTER THE DECK IS POURED. WHAT WILL BE ALLOWED FOR THESE AND SIMILAR ITEMS OF WORK THAT NEED TO BE DONE FROM THE ROADWAYS UNDERNEATH? THERE MAY BE SEVERAL INSTANCES WHERE LANES WILL NEED TO BE TAKEN.

2. UNDER THE PARAGRAPH FOR THE ADDED PORTABLE TRAFFIC BARRIER YOU ADDED BARRIER FOR PLAN SHEET 7A, AND 8. WHAT ABOUT THE ADDED BARRIER NEEDED FOR THE WORK SHOWN ON SHEET 15B AT HOLLAND SYLVANIA STRUCTURE?

3.IN ADDENDUM #2, REF #193 IS IN TWICE, AS REF. 193 AND REF. 194, WHICH TOOK OUR DECK CON WHICH WAS ORIGINALLY REF #197 IN THE PROPOSAL AND ELIMINATED THE CONCRETE AND MADE IT A PAINTING ITEM. COULD YOU PLEASE FIX UP THE REFERENCE NUMBER SO THEY REPRESENT THE RIGHT ITEMS?

Question Submitted: 2/9/2006

Question Number: 22

There are questions with the HAR system.

- 1) What constitutes a "Radio System"? You have 3 systems setup up with only 2 sets of signs.
- 2) Where is the attached Message Board Location sheet for the HAR locations and revised message board locations mentioned in Addendum #2?
- 3) Can ODOT give us an estimated time needed to obtain the licensing from FCC? We do not know how long it takes to receive a final approval for the license.
- 4) Who owns the 3 systems upon completion of the project?

Question Submitted: 2/9/2006

Question Number: 23

Will ODOT please review and revise their Answer(A8) to Question(Q8) in Addendum No. 2. In order to complete the critical work on this project by the completion date of Sept. 29, 2006, stage 3 construction will have to occur simultaneously with stage 1 and stage 4 construction will have to occur simultaneously with stage 2 construction. It is not feasible to wait to construct the bridges of stages 3&4 which are N&S Railroad and Holland-Sylvania after completing the bridges of stages 1&2 which are Ottawa River, Sylvania Ave and the Ramp Bridge. Each bridge on this project except for the ramp bridge will take the entire 2006 construction season to build. If we cannot work at all the bridges in this project concurrently we will not be able to bid this project. Thus, will ODOT allow the contractor work on all the bridges of this project simultaneously?

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