AMENDMENT OF SOLICITATION / MODIFICATION OF CONTRACT

1. Contract Number	Page of Pages	
DCKA-2012-B-0026	1	15

2. Amendment/Modification Number	3. Effective Date	4. Requisition/Purchase Request No.	5. Solicitation Caption
MO5	See 16C		16TH St., Reconstruction, Culvert Replacement Kalmia Rd.

6. Issued by: Code
District Department of Transportation
55 M Street, SE Suite 700
Washington, DC 20003

7. Administered by (If other than line 6)
District Department of Transportation
Planning, Policy and Sustainability Administration
55 M Street, SE 5th floor
Washington, DC

8. Name and Address of Contractor (No. street, city, county, state and zip code)

Code Facility

X	9A. Amendment of Solicitation No. DCKA-2012-B-0026
	9B. Dated (See Item 11) March 11, 2013
	10A. Modification of Contractor/Order No.
	10B. Dated (See Item 13)

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

☐ The above numbered solicitation is amended as set forth in item 14. The hour and date specified for receipt of Offers ☐ is extended. ☒ is not extended. Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods: (a) By completing Items 8 and 15, and returning 2 copies of the amendment: (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) BY separate letter or fax which includes a reference to the solicitation and amendment number. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such may be made by letter or fax, provided each letter or telegram makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. Accounting and Appropriation Data (If Required):

13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTORS/ORDERS, IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14

	A. This change order is issued pursuant to (Specify Authority): The changes set forth in Item 14 are made in the contract/order no. in item 10A.
	B. The above numbered contract/order is modified to reflect the administrative changes (such as changes in paying office, appropriation data etc.) set forth in item 14, pursuant to the authority of 27 DCMR, Chapter 36, Section 3601.2.
	C. This supplemental agreement is entered into pursuant to authority of:
X	D. Other (Specify type of modification and authority)

E. IMPORTANT: Contractor ☐ is not ☒ is required to sign this document and return 1 copies to the issuing office.

14. Description of Amendment/Modification (Organized by UCF Section headings, including solicitation/contract subject matter where feasible.)

Solicitation No.: DCKA-2013-B-0026- Questions and Responses:

Attachment 1- Pre-Bid Meeting Minutes
Attachment 2- Responses as of May 14, 2013
Attachment 3- Responses as May 17, 2013

The question and response period is extended to May 31, 2013 for further related inquiries.

Except as provided herein, all terms and conditions of the document referenced in item (9A or 10A) remain unchanged and in full force and effect.

15A. Name and Title of Signer (Type or print)		16A. Name of Contracting Officer Courtney Lattimore Contracting Officer	
15B. Name of Contractor (Signature)	15C. Date Signed	16B. District of Columbia Courtney B Lattimore (Signature of Contracting Officer)	16C. Date Signed 5/24/13

ATTACHMENT # 1

(PLACE HOLDER)

PRE-BID MEETING MINUTES

PROJECT: RECONSTRUCTION OF 16TH STREET BRIDGE OVER MILITARY ROAD, KALMIA CULVERT, AND MEDIAN BARRIER AND STREETLIGHT IMPROVEMENTS ON MILITARY ROAD AND RAMPS
FAP NOS.: NH-1103 (030) and BH-1103(029)

MEETING: Pre Bid meeting

DATE: April 17, 2013

TIME: 1:00 pm to 2:00 pm

LOCATION: DDOT – 55 M Street, SE, Suite 748

- Mr. Hoffman began the meeting with introduction of DDOT and consultants
- Mr. Reggie Arno briefly explain the scope of Work for Kalmia Culvert
- Mr. Paul Hoffman briefly explained the scope of work for Military Road Median Barrier and 16th Street Bridge
- Following this brief introduction of the projects, Mr. Hoffman opened the floor for questions and answers

Questions were submitted verbally and in writing. Those verbal questions are repeated here with responses. The verbal questions from the bidders are as follows:

Q1. Please clarify the noise variance procedure for the project site?
*DDOT Response: Special Provision **26 NIGHT WORK** explains that "The Department will support the Contractor's efforts in applying for a **variance** permitting reasonable day and nighttime noise levels." Once the contractors night work operations are defined, specific noise levels associated with the work can be determined and decisions on variances above regulatory levels can be made.*

Q2. Are traffic signals on 16th Street included in Military Road or 16th street Bridge?
DDOT Response: Since the signals on 16th Street are required for traffic normal operations on 16th Street, they are included in the 16th Street Bridge Work time line. See also DDOT Response for Q5.

Q3. Please clarify the Pay items for boring work?
*DDOT Response: A revised Special Provision **38 BRIDGE DEMOLITION, ITEM 205 009** includes borings under **Measurement and Payment for Part II.***

Q4. Who is responsible for the boring work? The contractor or DDOT?
*DDOT Response: The contractor is responsible for four borings per Special Provision **38 BRIDGE DEMOLITION, ITEM 205 009**.*

Q5. Early boring is suggested to minimize the project life time?
*DDOT Response: Special Provision **53 Maintenance of Traffic** Section B.15. Part I states – "Any 16th Street or Military Road work, not in conflict with 16th Street Bridge work, may commence during Part I without long-term lane closures and maintain the existing number of lanes of traffic during peak hours with District approval". So the boring work may be requested by the contractor to proceed after the Notice of Kalmia Closure is given.*

Q6. Please clarify the borings were not done during the design?
*DDOT Response: The bridge was designed using the borings in the contract documents. The four borings are described in Special Provision **38 Bridge Demolition..***

Q7. Identify the space for bridge assembly area?
DDOT Response: See attached 16th Street Bridge_NPS Dripline Drawing and NPS Permit for 16th Street Bridge (amendment 4)

Q8. On Sheet Number 26 of the Part I Kalmia Culvert plans - clarify who is responsible for utility relocation?
DDOT Response: There are three (3) known underground utilities crossing the existing Kalmia culvert. The DC Water 12" water main replacement is part of the work. The Washington Gas 6" gas main will be removed (by Washington Gas) after their "back-feed" project is completed by August 15, 2013. Washington Gas will replace their main. Verizon telephone is currently in progress of relocating their existing facilities off Kalmia Road.

Q9. Clarify the quantity difference between the combined proposed pay items and individual quantity?
DDOT Response: See attached Amendment No. 5 with changes to Vendors Proposal and Summary of Quantities Sheet for Part II – 16th Street Bridge and Military Road Street Lighting and Median.

Q10. The excavation pay item needs to be different based on the depth of excavation?
DDOT Response: The earthwork items in the contract shall include all excavation, embankment and backfill for both Part I and Part II of the project.

Q11. Pay item for rock excavation not included
*DDOT Response: **Items 202 002 Common Excavation** and **205 002 Structure Excavation** includes removal of all materials.*

Q12. Kalmia Culvert pedestrian sidewalk on the wing wall has constructability and safety issues?
DDOT Response: The location of the pedestrian crossing is shown within existing DDOT public space. The contractor shall be permitted to propose an interim location of the pedestrian bridge for construction of the new culvert and wingwalls, provided the relocation is accomplished between 10:00 PM and 5:00 AM and full access is provided at the relocated position. The cost of relocation for construction shall be included in the lump sum for ***Item 616 000 TEMPORARY PEDESTRIAN ACCESS.***

Q13. Request bid item list on Excel file
DDOT Response: DDOT does not have an Excel file of the bid items.

Q14. Is there an option for 16th street bridge footing to be cast in situ than precast because of the weight of the footings?

DDOT Response: Special Provision ***PREFABRICATED BRIDGE SUBSTRUCTURE, ITEM 703 021 (16th STREET BRIDGE)*** *Section* ***C. Construction*** *includes the paragraph " If shipping of any of the substructure units is impractical, the contractor is permitted to fabricate such units in staging areas provided that the quality and fit of the cast-on-site units meets the same requirements of the precast unit." See also added paragraph by Addendum No. 5, "The contractor may submit alternative methods of constructing the substructure to the Engineer for approval; DDOT maintains the right to reject the submittals; no additional cost and/or time will be given to the contractor if DDOT chooses to use the alternative methods submitted by the contractor for constructing the substructure shown on the contract plans and described above."*

Q15. Can the work zone area in Military Road median barrier work be increased?
DDOT Response: Military Road shall have two lanes in each direction during peak hours. The contractor shall keep one lane open in each direction during off-peak hours and overnight. Any movement of ***Item 614 012 Portable PCC Barrier*** *for access during off-peak hours shall be at the contractor's expense.*

Questions submitted in writing at the close of the meeting are as follows:

Q16. Can the Bid Items be forwarded to the contractors in Excel version since there were so many Bid items?
DDOT Response: See response to Q13 above.

Q17. Can Culvert and Bridge Bid Items be separate for items that are correctly combined?

DDOT Response: The Proposal Form does not distinguish between Part I Kalmia Culvert or Part II 16th Street Bridge. The bidder can see the breakdown of these items on the Summary of Quantities Sheet for each Part.

Q18. Will NPS Permits be available for review?
DDOT Response: The NPS Permits for each part are included in this Amendment No. 4.

Q19. Has NPS agreed to lay down area's for bridge construction?
DDOT Response: See response to Q7 above.

Q20. Regarding the grounding for the safety fence on Sheet 74, how many locations are there?
DDOT Response: See Sheet 114B in Part II Plans for 16th Street Bridge. Detail shows four (4) grounding wires each side.

Q21. Regarding the bridge grounding, it appears that there are only two locations both in the north abutment. Is this correct? If not, which is it?
DDOT Response: Two grounding locations at the north abutment is correct.

Q22. Regarding the Verizon conduits, does the contractor need to be Verizon certified?
DDOT Response: Verizon certification is not required to install the Verizon conduits on the 16th Street Bridge. Verizon will inspect the work once conduits are installed.

Q23. It's a little unclear, the function of the 6-4" rigid steel conduits. Is this for communication (Verizon)?
DDOT Response: The 6-4" rigid steel conduits are for streetlights.

Q24. Can you include a copy of the sign-in sheet from the prebid?
DDOT Response: Yes, see attached.

ATTACHMENT # 2

(PLACE HOLDER)

PROJECT: RECONSTRUCTION OF 16TH STREET BRIDGE OVER MILITARY ROAD, KALMIA CULVERT, AND MEDIAN BARRIER AND STREETLIGHT IMPROVEMENTS ON MILITARY ROAD AND RAMPS
FAP NOS.: NH-1103 (030) and BH-1103(029)

SUBJECT: Supplemental questions Submitted During the Bid Period

DATE: May 14, 2013

Questions submitted in writing during the bid period are as follows:

Q1. Please advise which bid item the reinforcing steel in the Subfoundation Work Mat is to be paid for.
DDOT Response: The reinforcing steel for the Subfoundation Work Mat is included and paid for under Item 704 002 Reinforcing Steel per revised Special Provision 80 Subfoundation Work Mat Concrete included in Amendment No. 5.

Q2. Please also clarify what scope of work is to be paid for under Bid Item 704 004 "Epoxy Coated Reinforcement Bars". Per sheet 79 of the project specifications the reinforcing steel for the approach slab is to be paid for under Bid Item 704 002 "Reinforcing Steel", please check the quantity shown for Bid Item 704 002 as it doesn't match the quantity derived from the details shown on plan sheets 71 and 72 of the Part II plans.
DDOT Response: The bid tab form and Part II plan sheet 4R have changed the quantity for Item 704 002 Reinforcing Steel from 5,000 LBS to 43,905 LBS in Amendment No. 5.

Q3. Can an updated Plan Holder list be posted to the project solicitation website?

Q4. We feel that some additional trees beyond what are shown on the clearing and grubbing plans will need to be removed in order to construct this bridge safely. Can you clarify the tree removal policy?
DDOT Response: See NPS Dripline Plan in Amendment No. 4.

Q5. According to the traffic control drawings, Ramp "A" ("B" sic) will be closed for both phases of the 16th St. Bridge reconstruction. Please confirm that the pedestrian sidewalk adjacent to Ramp "A" ("B" sic) is to remain closed or open during construction?
DDOT Response: The sidewalk adjacent to Ramp "A" shall remain open during all phase of construction.

Q6. Will the bus stop at the bottom of Ramp "D" ("B" sic) also be closed or relocated during construction of the 16th Street Bridge?
DDOT Response: The bus stop at the bottom of Ramp "D" may be relocated as necessary by the contractor per Special Provision 38 Bridge Demolition.

Q7. We feel we may have to go outside of the right of way in order to demolish the bridge structure. Will DC DOT obtain permission from the National Park Service about temporary access to the NPS land or is it the responsibility of the contractor to obtain that permission?
DDOT Response: DDOT has obtained Special Use Permits for Kalmia Bridge Reconstruction and Storage for 16th Street Project and these are included in Amendment No.4. See also response to Q1 above.

Q8. The location of the temporary pedestrian bridge shown on DWG 31 of 41 is directly above the installation of the precast concrete arch and installation of the riprap. Can the temporary bridge be closed during work hours? As an alternative, can the bridge be moved to be just north of the work zone?
DDOT Response: The location of the pedestrian crossing is shown within existing DDOT public space. The contractor may propose an interim location of the pedestrian bridge for construction of the new culvert and wingwalls for District approval, provided the relocation is accomplished between 10:00 PM and 5:00 AM and full access is provided at the relocated position. The cost of relocation for construction shall be included in the lump sum for ***Item 616 000 TEMPORARY PEDESTRIAN ACCESS.***

Q9. Can questions be submitted by email for the project in lieu of US Mail?
DDOT Response: Question may be submitted by email to Kirk Benson at kirk.benson@dc.gov or Paul Hoffman at paul.hoffman@dc.gov

Q10. Please refer to the note regarding "Maintenance of Stream Flow" on Plan Sheet 2 of 41 of the Kalmia Culvert Plans. This note calls for bypass pumping with a capacity of 865 cfs to divert the normal flow of the stream. This amount of flow equates to over 550 million gallons per day. A pumping system to handle this kind of flow would take multiple large high capacity pumps and a very extensive header system. Please recheck the flow rate given. This seems extremely high?
DDOT Response: Please delete the existing plan note Maintenance of Stream Flow and replace with the following: "THE CONTRACTOR SHALL MONITOR AND MAINTAIN THE STREAM FLOW AT ALL TIMES DURING CONSTRUCTION. IT IS ANTICIPATED THAT PRIMARY PUMP WITH A MINIMUM CAPACITY OF APPROXIMATELY 14 CFS WILL BE NECESSARY TO DIVERT THE NORMAL BASE FLOW OF THE STREAM. SHOULD RAIN BE FORECAST OR THE PRIMARY PUMP BREAK DOWN, THE CONTRACTOR SHOULD ANTICIPATE PROVIDING AN BACKUP (SECONDARY) BYPASS PUMP WITH ADDITIONAL 22 CFS CAPACITY (36 CFS TOTAL). FURTHER, THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING AND CLEARING THE SITE TO ALLOW FREE STREAM FLOW IN CASE OF PERSISTENT OR HEAVY RAIN. IN WHICH CASE THE SITE SHALL BE CLEARED TO ALLOW FREE FLOW OF THE STREAM. ANY DAMAGE TO EXISTING CONSTRUCTION,THE CONTRACTOR' S MATERIALS OR EQUIPMENT DUE TO INCLEMENTAL WEATHER WILL BE THE

RESPONSIBILITY OF THE CONTRACTOR AND NO COSTS SHALL BE BORNE BY THE DISTRICT. THE COST TO PROVIDE, OPERATE AND MAINTAIN THE PUMP(S) WILL NOT BE MEASURED FOR PAYMENT, BUT COST THEREOF SHALL BE INCIDENTAL TO THE LUMP SUM COST FOR EROSION AND SEDIMENT CONTROL."

Q11. Additionally, on plan page 40 of 41 of the Kalmia Culvert plans, Note 2 in the block "Detail 42 Pump Around Practice" calls for the bypass pumping system to be removed at the end of each work day. If the the system described in Q10 is the actual required system, then this cannot physically be followed. The installation of the multiple high capacity pumps will take several days to install.
DDOT Response: See response to Q10above where bypass pump capacity requirements are changed.

Q12. This project is much more complex than the average DDOT advertisement and requires significantly more evaluation and analysis of the bid documents and work area environment. We therefore ask for an additional postponement of the receipt of bids until May 28, 2013. Small subcontractors and suppliers has requested that the bid day move from a Monday to Tuesday in order to finalize their prices with manufacturers.
DDOT Response: Project bid date has been postponed until June 5, 2013. Please see web site for additional updates.

ATTACHMENT # 3

(PLACE HOLDER)

PROJECT: RECONSTRUCTION OF 16TH STREET BRIDGE OVER MILITARY ROAD, KALMIA CULVERT, AND MEDIAN BARRIER AND STREETLIGHT IMPROVEMENTS ON MILITARY ROAD AND RAMPS
FAP NOS.: NH-1103 (030) and BH-1103(029)

SUBJECT: Supplemental questions Submitted During the Bid Period

DATE: May 17, 2013

Questions submitted in writing during the bid period are as follows:

Q1. Maintenance of Traffic Section 53f paragraph 3 implies that the Military Road traffic pattern can be reduced to one lane in each direction beneath the bridge on a full time basis during demolition and construction operations, please confirm that Military Road traffic beneath 16th Street can be reduced to one lane in each duration for the duration of all construction and demolition activities on the 16th Street bridge. Please confirm that the reference to section 51.B.16 in that same section is correct.

DDOT Response: Please change reference in SP 53 C.2.f from "51 B.16" to "53.B.16"

Q2. Maintenance of traffic section 53f paragraph 3 states that Military Road traffic pattern can be reduced to one lane in each direction beneath the bridge on a full time basis during demolition and construction operations, which is an absolute necessity. We respectfully request that this same provision for one-lane traffic in each direction be allowed for the median barrier reconstruction on Military Road. We believe that section showing a two lane configuration shown on plan sheet 82 may actually encroach onto the work area and will necessitate daily lane closures that will create an unnecessary safety concern for construction workers and the driving public.

DDOT Response: Except as shown in the plans, Military Road shall have two lanes in each direction during peak hours. The contractor shall keep one lane open in each direction during off-peak hours and overnight. Any movement of ***Item 614 012 Portable PCC Barrier*** *for access during off-peak hours shall be at the contractor's expense.*

Q3. Section 38A of the specifications states that approval of verified bearing capacities shall establish NTP for completion of "Bridge Work" but Section 12C paragraph 1 (Pg 16) seems to imply that commencement of lane closures during rush hour is the trigger mechanism for NTP of "Bridge Work". Please confirm that the start of lane closures on 16th Street during rush hour will be the one and only factor for the establishment of NTP For "Bridge Work".

DDOT Response: The verification of bearing capacities is but one condition required prior to the Engineer approving the start of the ***Bridge Work Contract Time.***

Q4. Work hours listed on pages 26/27 of the specifications limit most work to M-F, 7AM-7PM. There will be many preparatory operations to execute the weekend closures, please expand hours to 24 hrs daily, 7 days per week.

DDOT Response: SP 24 includes provisions to expand the work hours upon written request of the Chief Engineer.

Q5. Please reference the Special Provision Section number 21, beginning on page 22, titled Incentives, Disincentives, and Liquidated Damages. In this section the Kalmia Culvert, 16th Street bridge work, and Part 2 completion have a disincentives clause tied to the completion duration. This financial penalty for late completion has a stipulated daily rate for each of the three parts but is capped at a maximum amount. The implementation of the maximum cap and the relatively small amount of the cap will not deter a contractor from exceeding the completion duration. Each of the three parts could conceivable exceed the completion duration by a significant duration with only a minor financial penalty to the contractor. Please consider removing the maximum cap and changing the disincentive to the daily penalty for every day used in excess of the completion duration. This should apply to the Kalmia Culvert, 16th Street Bridge work, and Part 2 completion.

DDOT Response: See Addendum No. 5 Specification revisions to SP 21 INCENTIVES, DISINCENTIVES AND LIQUIDATED DAMAGES.

Q6. Please reference Contract Plan sheet 54. What method of demolition will be acceptable to be used on the concrete encapsulating the existing conduits?

DDOT Response: The methods of demolition and temporary support shall be proposed by the contractor. See Special Provisions 38 Bridge Demolition, Item 205 009 and 67 Temporary Supports for Utilities, Item 703 023.

Q7. Please reference Contract Plan sheet 52A. The conduit line running over the bridge labeled 4 D T is not shown on the sections on sheet 54. Please provide the location and embedment depth in the bridge.

DDOT Response: The line labeled 4d T is Verizon telephone conduits in the sidewalk.

Q8. Please reference Contract Plan sheet 52A. Who is responsible for the relocation and splicing of the street light and traffic control wiring?

DDOT Response: The contractor is responsible for all street lighting system electrical connections outside of PEPCO manholes per SP 83. Splicing traffic control wiring shall also be by the contractor when accompanied by a District Traffic Signal Technician.

Q9. Please reference Contract Plan sheet 54. Seven PEPCO ducts are shown in the West sidewalk and two PEPCO ducts in the East sidewalk of the existing bridge. Where are these ducts on the proposed structure?

DDOT Response: PEPCO ducts will not be on the proposed structure.

Q10. Please reference contract plan 52A Note 1. This note states to relocate the existing street light and traffic control conduits to the phase 2 portion of the existing superstructure. Between this sheet and sheet 54, we have no idea where, what size, type, or where the tie-in manholes are for this conduit. Please provide additional information.

DDOT Response: The existing street light system is shown on Part II Sheet 52A of 134.

Q11. Please reference Contract Plan sheet 52A Note 1. The second part of the note directs the contractor to move the Verizon lines, street light cables, and traffic control cables to the new conduits suspended under the new Phase 1 bridge section prior to the start of Phase 2. This requirement is completely unrealistic within the 70-100 completion window. Version has shown in the past that they do not meet construction schedules and it may take months to get them to complete the work. The contractor will not have any control over the third party and cannot be held responsible for their inability to perform. Please consider alternate methods to either support the lanes during construction or move the lines prior to construction.

DDOT Response: The contractor shall support utilities as per SP 67 ***TEMPORARY SUPPORTS FOR UTILITIES, ITEM 703 023****. Verizon preliminarily has preliminarily committed to a 10 calendar day schedule to relocate their cables from exist structure to completed Phase 1 structure once conduits are connected and their manholes can be accessed 24 hours per day, clear of traffic. Actual duration will be a condition of the DPSA permit.*

Q12. Please reference Contract Plan sheet 52A. Please clarify on this sheet which conduits are existing and which are proposed?

DDOT Response: Part II plan sheet 52A depicts the exiting utilities.

Q13. Please reference Contract Plan sheet 52B. It appears that the two new under bridge duct banks are shown on this plan sheet. The off bridge tie-in points are only shown for the Verizon conduits. Please specify and show the tie-in points for the 6-4" diameter streetlight and signal conduits?

DDOT Response: See lighting plans sheets LT-1 through LT-29 for conduit details. See traffic signal plans SG-1 through SG-20 for conduit details.

Q14. Please reference Contract Plan sheet 52A, 52B, and 54. On these sheets the plans are showing electric lines in the proposed sidewalk. On sheet 54 it states to cap the 4" diameter voids in the precast sidewalks. Where are the electric lines and conduits in the proposed structure?

DDOT Response: See response to Q9 above.

Q15. Please reference Contract Plan sheet 54. What type of material are the conduits in the existing structure?

DDOT Response: DDOT anticipates that the bridge ducts are transite and if so, will require asbestos removal per SP 51 ***REMOVAL OF TRANSITE CONDUIT, ITEM 618 023.***

Q16. Please reference Contract Plan sheet 54. This plan shows epoxy protective coating on the walking surface of the sidewalk. Our experience with this type of project yields and smooth slippery finish. Is the intent to cover to sidewalk with this type of product?

DDOT Response: The detail on plan sheet 54 shows the extent of epoxy protective coating. Actual coverage of the epoxy protective coating will be determined in the field.

Q17. Please reference Contract Plan sheet 54. This sheet directs to replace in kind the existing railing and railing posts. Is it the intent to remove and dispose of the existing and furnish new rail and posts for the reconstructed bridge?

DDOT Response: The intent is to replace the existing railing with a similar railing. There is sufficient quantity for new railing and posts in the project.

Q18. Special Provisions page 91 note 4A. This special provision states that the two sidewalks and barriers shall be precast. Precasting these elements is not feasible when using the reinforcing steel depicted on Plans sheet 60. The Z-Bars and parapet bands are embedded into the deck section and preclude the use of precast sidewalks and parapets.

DDOT Response: The intent of SP 68 is to cast the sidewalk onto the deck prior to moving into place using the SPMT.

Q19. Please reference Contract Plan sheet 54. Please specify the voltage and type of electric service inside of the two sets of PEPCO conduits running on the existing bridge?

DDOT Response: PEPCO has removed their lines from the bridge.

Q20. Special Provisions Page 94 Section D. This measurement and payment section specifically cites paint and the barrier facing masonry as incidental to the lump sum pay item. The next pay item down is titled Paint Metal Work and its special provision is for the painting of the bridge and metal work. There are also pay items for the masonry

work. Please clarify that the paint and masonry work will be paid under the pertinent pay items and are not incidental to the lump sum.

DDOT Response: Bridge painting will be paid under ***PAINT METALWORK, ITEM 707 002.*** *Barrier facing masonry is included in lump sum for* ***PREFABRICATED BRIDGE SUPERSTRUCTURE, ITEM 706 023 (16th STREET BRIDGE).***

Q21. Special Provisions Page 45 Number 51. If the transit conduit in the Military Road median barrier is below the excavation required for the new barrier, does the conduit need to be removed?

DDOT Response: Yes, per District policy, mitigation (removal and disposal) of identified hazardous materials within the right of way is required on construction projects.

Q22. Special Provisions Page 85 2nd paragraph. Please define the limits of the no pay guardrail.

DDOT Response: See Part II Plan Sheet 52A for additional guardrail connection detail.

Q23. Special Provisions Page 104 #79A. Will you require the contractor to remove the stumps on the south east corner of the bridge?

DDOT Response: Yes, stump removal is included in ***Clearing and Grubbing, Item 201 005.***

Q24. The safety fence in section 47 is a commercial grade fence that comes with a warranted shop paint system but section 69F (page 96SP) calls for fence to be field painted, please confirm that safety fence should also be field painted.

DDOT Response: The safety fence requires an approved coating system. If an "or equal" safety fence is proposed without a coating, it shall be coated per ***PAINT METALWORK, ITEM 707 002.***

Q25. The pay unit for masonry for line #2400 and #2410 is in CF but the pay in the SP on page 100 is in SF, please clarify.

DDOT Response: The unit for Masonry for ***STONE MASONRY Class A, ITEM 708 002; RESET STONE MASONRY, ITEM 708 011*** *is square foot.*

Q26. Please confirm the bridge fence outlined in SP76 is paid under line 790 of the schedule of items for "Misc. Fencing."

DDOT Response: See Addendum No 5. for clarification of ***FENCE, ITEM 607 045.***

Q27. The quantity for "Bridge Railing" for line #2440 appears to be four times the required quantity for the 16th Street Bridge, please confirm quantity.

DDOT Response: See Part II Plan Sheets 57 and 68 of 134 for limits of bridge railing.

Q28. Is the transit conduit in the Military Road median concrete encased?

DDOT Response: The encasement of the transite conduit is unknown. The contractor shall test pit the conduit to confirm the presence of encasement.

Q29. On the 16th Street portion of the work, Summary of Quantities Sheet. Please identify what payment item is associated with item Number 618 757, Furnish and Install IMS Photo Controller?

DDOT Response: See Addendum No 5. for revised Part II Plan Sheet 3R.

Q30. On the 16th Street portion of the work, Summary of Quantities Sheet. Please identify what payment item is associated with Item Number 618 769, Furnish and Install IMS Gateway controller?

DDOT Response: See Addendum No 5. For revised Part II Plan Sheet 3R.

Q31. On the Kalmia Culvert Portion of the work, Summary of Quantities Sheet. Please identify what payment item is associated with Item Number 618000, Furnish and Install 150 Watt High Pressure Sodium Luminaire, Lamp and Photocell?

DDOT Response: The Bid Form and Proposal line no. 1870 includes Furnish and Install 150 Watt HPS Cutoff Luminaire, Item 618 742.

Q32. On the Kalmia Culvert Portion of the work, Summary of Quantities Sheet. Please Identify what payment item is associated with item Number 618748, Furnish and install 150 Watt HPS Teardrop Fixture.

DDOT Response: The Bid Form and Proposal line no. 1870 includes Furnish and Install 150 Watt HPS Cutoff Luminaire, Item 618 742.

Q33. Section 53.B.16 states that Military Road shall not be closed for more than 32 hours during a weekend closure. The noise restriction between 7PM and 7AM as listed on page 27 of SP will effectively only provide for 12 hours of useable time for construction operations. We respectfully request that the contractor have access to the work for the entire weekend from 9 PM Friday till Monday 5 AM, while still working within the applicable noise restrictions for this period.

*DDOT Response: Special Provision **26 NIGHT WORK** explains that "The Department will support the Contractor's efforts in applying for a **variance** permitting reasonable day and nighttime noise levels." Once the contractors night work operations are defined, specific noise levels associated with the work can be determined and decisions on variances above regulatory levels can be made.*

Q34. On 16th street bridge drawings, sheet 54 (55 sic) shows the precast element being joined by a closure pour, however, on sheet 77 the elements are shown being put together with a keyed joint. Please clarify which is the correct procedure.

DDOT Response: The joints shown on Part II Sheet 77 shows the Sequence of Construction and does not depict structural details. The closure pours shown on Part II Sheet 54 are detailed on Sheets 59 and 60 as per the notes on Sheet 54.