

Call 03 Bridge Maintenance on US 61 at US 82 Bridge Nos. 196.7A & 196.7B, known as Federal Aid Project No. BR-0009-03(052) / 106913301 in Washington County.

Q1. The plans appear to be the same as when this project bid in May. Can MDOT confirm that no changes were made?

A1. See the upcoming addendum to the project.

Q2. Will MDOT consider adding a Mobilization Item? The actual mobilization costs for this project are substantial, not having an item for such costs doesn't make them go away

A2. See the upcoming addendum to the project.

Q3. In Notice to Bidders Nos. 4488 and 5266, it states that Form OCR-485 needs to be signed. There is no signature line on the form.

A3. Bidders are to disregard any reference to signing Form OCR-485. The paragraph at the top of Page 2 of Section 905 states that by signing this page the Bidders acknowledges "that all certifications, disclosures and affidavits incorporated herein are deemed to be duly executed in the aggregate, fully enforceable and binding upon delivery of the bid proposal". This includes Form OCR-485. Even though not signed, Form OCR-485 is required to be included with the bid package.

Q4. In the Conditions For Combination Bid in Section 905, several locations state that the Combination Bid Proposal has to be signed. There is no place to sign.

A4. Bidders are to disregard any reference to signing the last page of the Combination Bid section of Section 905. The paragraph at the top of Page 2 of Section 905 states that by signing this page the Bidders acknowledges "that all certifications, disclosures and affidavits incorporated herein are deemed to be duly executed in the aggregate, fully enforceable and binding upon delivery of the bid proposal". This includes any submittal for combination bidding.

Q5. The Temporary Shoring requirements are extremely vague. **1.** Is it MDOT's intent to have the contractor design a support system as if the structure could support none of its own weight or traffic loads simply because we removed the top 1" of concrete from the deck? This would be neither practical, possible nor reasonable. **2.** Could MDOT identify the specific load values they are concerned about and at what points along the structure?

A5. **1.** No **2.** As referenced in the temporary shoring notes on the plans, The Contractor's Engineer shall determine the shoring required to support the span's dead load, traffic loading, and any deflection that occurs in the box girder for the duration of the repairs.