

- Q1. Previous questions (question 137) were asked and answered regarding the SSPC SP-6 being specified on the faying surfaces and repair areas. The question requested SSPC SP-15 in lieu of SSPC SP-6. The answer returned was that SSPC SP-15 is not sufficient for a slip critical connection. Will Conn Dot accept an SSPC SP-11 in lieu of SSPC SP-6? Please keep in mind the added costs associated with performing the paint removal outside of the 15'-9" blast zone. (Added Platform, Labor and Equipment) SSPC SP-11 Power tool cleaning will be a more cost efficient method which does not reduce quality. The cleanliness from SSPC SP-11 exceeds the cleanliness for SSPC SP 6. Therefore, we make this request for the use of SSPC SP-11.
- A1. The *AASHTO LRFD Bridge Design Specifications* clearly specify the surface preparation requirements for slip critical connections as "*unpainted blast-cleaned surfaces to SSPC-SP6 or better, and blast-cleaned surfaces with Class B coatings*" SSPC SP-11 is not a "blast-cleaned surface" and not considered to be better than SSPC SP6, therefore it will not be allowed.
- Q2. Speaking to a few of the General contractor bidders, I have notice that all have different understanding of the cover plates, stiffeners and modifications. This work is spelled out in addendum no 4 page 30 Article 6.03.01. We understand the localized paint removal was reduced. However please clarify which steel repair(s), modification(s) and or addition(s) will be included in the lump sum "Abrasive Blast Cleaning and Field Painting of Beam Ends? Which steel repair(s), modification(s) and or addition(s) will be included in the Localized Paint Removal?
- A2. See 01.06.12.088.A5 & 01.06.12.091.A4. Steel Repair A (cover plates) and beam ends shall be abrasive blast cleaning while Steel Repair B (stiffeners) shall be localized paint.
- Q3. In regards to site 11, the specifications call for the beams ends to be cleaning and painted 15'-9" from centerline of the bearings. This is being interrupted many different ways. Please clarify which piers are scheduled?

Based upon the plans is it both abutments and all 14 piers?

Is it the joints which have expansion joints identified on the elevation plans? Example Abutment 1&2 and Pier 2, 3, 5, 6, 9, 11, 12, 14

Please clarify exactly which abutments and piers require the beam end painting.

- A3. Beam end painting shall occur at Abutment Nos. 1 & 2, Pier Nos. 3, 5, 9 & 12.
- Q4. We respectfully request a short bid extension of 1 week to have these questions answered and factored into our bid.
- A4. There will not be a time extension.