Bid 10-27

Question and Answer

1. Item 563.739 is bid as 325 lf - Plan layouts show a total of 307 lf
2. Item 565.739 shows 75 lf. Two ends of the bridge have approaches measuring 21.75 lf each for 43.5 lf total. One end shows no approach rail where it ends prior to existing rail on a retaining wall. The last end has no lengths or detail of the approach unit (in fact on the drawing I'm not sure if it is an approach) I assume this end gets an approach as there is 75 lf total on the bid quantity but only 43.5 lf detailed.
The approaches are detailed with balluster panels. Is this correct? Normally approaches do not get ballusters so need verification

The Approach Rail quantity includes 34 feet at the SW corner + (less than) 20.75' at each of the NE & NW corners. Total = 34 + 20.75 + 20.75 ~ 75 LF. There are no balusters at the SW corner, but there are balusters at the NE & NW corners. Balusters at these 2 corners were requested by the property owners. The approach rail at the SW corner is curved. The approach rail at the SW corner should be based on the post spacing delineated in the standard plans.

The Bridge Rail quantity includes ~ 159 LF (+/-) along the north sidewalk (based on 21 posts) + 162 LF (+/-) along the south sidewalk (based on 21 posts). Total is approximately 321 feet. Actual location and spacing of bridge rail spacing should consider field measurements of the existing system. Given that it is a bridge rehab project, we rounded 321 to 325.

The actual lengths specified in the shop drawings should be based on field measurements