



INVITATION TO BID #2018-49  
Bull Run River (SE Bull Run Rd)  
Bridge Approach Repair Construction ("BID")  
RESPONSE TO CLARIFYING QUESTIONS #1  
June 7, 2018

Note that these are questions submitted by interested firms to the above referenced solicitation. The below answers are for clarification purposes only and in no way alter or amend the BID as published.

1. *I don't see milling 24-38", installing new base rock and then repaving all happening in one shift. Is the intent to flag this project on a 24hr continuous basis and are flaggers incidental to the traffic control bid item?*

**Answer:** Clackamas County, through various contractors, has constructed many bridge approaches by utilizing a similar design to the Bull Run River Bridge Approaches. Examples include the Bright Wood Loop, Zig Zag Bridge, and Amisiger Road. The means and methods are the contractor's responsibility, but Clackamas County has seen one lane at a time excavated and paved back to base lift (within two inches of the finish grade) in one day. In some cases all impact panels for both lanes have been excavated and based in (except for the final two inches of pavement) in one day. Traffic will not be allowed on a gravel surface without flagging in place. Flagging is incidental to Temporary Work Zone Traffic Control, Complete (Bid Item #3).

2. *Will a protection vehicle be required?*

**Answer:** Protection vehicle(s) shall be used as required by The Oregon Standard Specifications for Construction.

3. *Please explain the extent of the guardrail adjustment.*

**Answer:** Guardrail adjustment shall be completed per Oregon Standard Drawing RD400 (See Sheet 2B-2 of the construction plans). The guardrail adjustment is required because of the change in grades at the edge of pavement. See Sheets 2C thru 2C-4 of the construction plans for the existing and proposed finish grade elevations.