

# A d d e n d u m

Iowa Department of Transportation  
Office of Contracts

Date of Letting: January 21, 2015  
Date of Addendum: January 15, 2015

<b>B.O.</b>	<b>Proposal ID</b>	<b>Proposal Work Type</b>	<b>County</b>	<b>Project Number</b>	<b>Addendum</b>
021	82-0741-196	BRIDGE REHABILITATION	SCOTT	IMN-074-1(195)5--0E-82 IMN-074-1(196)5--0E-82 IMN-074-1(233)5--0E-82 IMN-074-1(237)5--0E-82	21JAN021.A03

Make the following changes to the PROPOSAL SCHEDULE OF PRICES:

Change Proposal Line No. 0360 2408-7800000 STRUCTURAL STEEL:  
From: 15,191.000 LB  
To: 15,741.000 LB

Change Proposal Line No. 0550 2528-8400048 TEMPORARY BARRIER RAIL, CONCRETE:  
From: 400.000 LF  
To: 3,640.000 LF

Delete Proposal Line No. 0580 2599-9999009 ('LINEAR FEET' ITEM) MOVABLE  
TEMPORARY TRAFFIC BARRIER; 3,240.000 LF

Delete Proposal Line No. 0660 2599-9999005 ('EACH' ITEM) NEW LIGHT POLE; 3,240.000  
LF

If the above changes are not made, they will be made as shown here.

Make the following change to the PROPOSAL DETAILS, Page 2:

Change the SITE 01 as follows:  
Calendar Days  
From: 10 DAYS  
To: 14 DAYS

Make the following change to the PROPOSAL DETAILS, Page 3:

Revise the SITE 05 proposal note to read:

\*\*\* SITE 05 \*\*\*  
THE INTENT OF SITE 5 IS FOR WORK ON RAMP C IN AREAS WHERE ONE LANE OF  
TRAFFIC CAN BE MAINTAINED ON THE RAMP. THIS WOULD BE FROM RC 3 TO RC  
ANCHORAGE (STAGES 3 AND 4).

Add the following Proposal Note:

The Illinois wages apply to ALL work on each project, not just the work on the Illinois side of the  
border.

Make the following change to SP-120249 SPECIAL PROVISIONS FOR MOVABLE TEMPORARY TRAFFIC BARRIER:

Revise Section 120249.05 BASIS OF PAYMENT to read as follows:

Payment will be made at the contract unit price per lineal foot for the item Temporary Barrier Rail, Concrete. Maintenance and movement of the barrier will not be paid for separately, but will be included in the price bid for Temporary Barrier Rail, Concrete.

Make the following changes to the PLAN for Project No. IMN-074-1(196)5--0E-82:

Add the following note on SHEET 4 for Design No. 116 and SHEET 53 for Design No. 216:

CONSTRUCT THIS PROJECT ACCORDING TO THE REQUIREMENTS OF U.S. ARMY CORPS OF ENGINEERS NWP 3, PERMIT NO. 2014-748. A COPY OF THIS PERMIT IS AVAILABLE FROM THE IOWA DOT WEBSITE (<http://envpermits.iowadot.gov/CMEPortalENV/Home.aspx>). THE U.S. ARMY CORPS OF ENGINEERS RESERVES THE RIGHT TO VISIT THE SITE WITHOUT PRIOR NOTICE.

For Detail A on SHEET 47 for Design 116 and SHEET 95 for Design 216, revise the call-out note for the existing  $\frac{1}{2}$  x  $\frac{1}{4}$  retainers to read as follows:

EXISTING  $\frac{1}{2}$  X  $\frac{1}{4}$  RETAINERS TO BE REMOVED WHERE REQUIRED, (TYP.). REMOVAL NOT REQUIRED FOR RETAINER BAR DEPTH GREATER THAN JOINT DEPTH REQUIRED BY MANUFACTURER. THE WORK TO REMOVE THESE RETAINER BARS, IF REQUIRED, SHALL BE COMPLETED AS DIRECTED BY THE ENGINEER UNDER AN EXTRA WORK ORDER.

SHEET 47 for Design 116 and SHEET 95 for Design 216, add the following sentence after the second sentence of the third note for Joint Repairs:

IF CLEANING THE SIDE FACES OF EXISTING STEEL ARMORING REQUIRES REMOVAL OF ANY LEAD-BASED PAINT, THE LEAD-BASED PAINT REMOVAL SHALL BE COMPLETED AS DIRECTED BY THE ENGINEER UNDER AN EXTRA WORK ORDER.

SHEET 91 for Design 216, make the following changes:

Add the following locations for additional stringer strengthening:

SPAN 3, PANEL POINT 39, STRINGER 2 (FIXED END)

SPAN 3, PANEL POINT 47, STRINGER 2 (FIXED END)

SPAN 3, PANEL POINT 47', STRINGER 5 (EXPANSION END)

SPAN 4, PANEL POINT 17', STRINGERS 3 & 1 (EXPANSION ENDS)

The structural steel quantities for Stringer Strengthening at Panel Points 25' and 55 remain unchanged. However, revise the other estimated structural steel quantities for Stringer Strengthening as follows:

SPAN 3, PANEL POINT 17' = 648 LBS.

SPAN 3, PANEL POINT 39 = 112 LBS

SPAN 3, PANEL POINT 47 = 112 LBS

SPAN 3, PANEL POINT 47' = 107 LBS

Add the following note:

AT SPAN 3, PANEL POINT 39, STRINGER 2 (FIXED END); SPAN 3, PANEL POINT 47, STRINGER 2 (FIXED END); SPAN 3, PANEL POINT 47', STRINGER 2 (EXPANSION END); AND SPAN 4, PANEL POINT 17', STRINGERS 1 & 3 (EXPANSION ENDS), NEW CRACKS HAVE BEEN DETECTED AT THE BOTTOM OF THE STRINGER WEBS ALONG THE WEB -TO- BOTTOM FLANGE INTERFACE OF THESE STRINGERS. CRACK ARRESTING HOLES HAVE NOT BEEN PREVIOUSLY DRILLED AT THESE LOCATIONS. FOR THESE ADDED LOCATIONS, PRIOR TO INSTALLING NEW STRUCTURAL STEEL AT THE STRINGER ENDS, THE CONTRACTOR IS TO DRILL A 2" DIAMETER HOLE AT THE CRACK TIP. THE LOCATION OF THE CRACK TIP WILL BE IDENTIFIED BY THE ENGINEER. THE BOTTOM OF THE HOLE SHALL BE FLUSH WITH THE TOP OF THE BOTTOM FLANGE OF THE STRINGER. THE HOLE SHALL BE CUT USING A ROTARY HOLE-CUTTING TOOL. TORCH CUTTING OF THE HOLES IS NOT PERMITTED. AFTER DRILLING, THE INTERIOR OF THE HOLE SHALL BE POLISHED SMOOTH WITH AN 80 GRIT ABRASIVE FLAP SANDING WHEEL TO REMOVE ALL DRILLING MARKS. THE COSTS FOR DRILLING AND POLISHING HOLES AT THE CRACK TIPS IS INCIDENTAL TO THE BID ITEM "STRUCTURAL STEEL."

SHEET 51 for Design 216, revise Estimate Reference Information Note # 5:

Change the total quantity of structural steel for the for Stringer Crack Retrofit category from 867 lbs. to 1,417 lbs.

SHEET C.1

Tabulation 100-1C ESTIMATED ROADWAY QUANTITIES:

Change Item No. 2 (TEMPORARY BARRIER RAIL, CONCRETE) to show quantities of 400 LF in the "Division 1" column, 3240 LF in the "Division 2" column and 3640 LF in the "Total" column. In addition, in the same tabulation, delete the entire entry for Item No. 5 (MOVABLE TEMPORARY TRAFFIC BARRIER).

Tabulation 100-4A ESTIMATE REFERENCE INFORMATION:

Remove all Item Reference Information entries for Item Code 2599-9999009 (MOVABLE TEMPORARY TRAFFIC BARRIER). In addition, in the same tabulation, revise the Description for Item Code 2528-8400048 (TEMPORARY BARRIER RAIL, CONCRETE) to add the following sentence:

“Includes the cost of Movable Temporary Traffic Barrier.”

Tabulation 111-25INDEX OF TABULATIONS:

Remove the line referencing Tabulation 108-33M for MOVABLE TEMPORARY TRAFFIC BARRIER.

SHEET C.2

Replace Tabulation 108-33Modified MOVABLE TEMPORARY TRAFFIC BARRIER and Tabulation 108-33 TEMPORARY BARRIER RAIL with the attached Tabulation 108-33 TEMPORARY BARRIER RAIL.

SHEET J.1

Remove Traffic Control Plan Note #2 in Tabulation 108-23A and replace it with the following:

Single lane nighttime closures are allowed concurrently on the Iowa Bound (I-74 WB) and Illinois Bound (I-74 EB) bridges. Long-term lane closures will not be allowed concurrently on the Iowa Bound (I-74 WB) and Illinois Bound (I-74 EB) bridges.

Revise Traffic Control Plan Note #10 in Tabulation 108-23A to read as follows:

The contractor may not utilize the toll plaza area on the Mississippi River bridges as a staging area for equipment. No equipment shall be left on the bridge during non-working hours. Parking of private vehicles will not be allowed on the structure at any time. The area beneath the Iowa approach sections outside of railroad right of way may be used as a staging area for equipment. See General Notes on Sheet Numbers 3 and 52 for notes regarding coordination with other projects in the area.

Revise the second paragraph of Staging Note #3 in Tabulation 108-26A to read as follows:

River Drive entrance ramp is to be closed during Stages 1, 2, and 2A.

Attached are the minutes from the Pre-Bid Meeting.

### TEMPORARY BARRIER RAIL

Refer to BA-400 and BA-401

\* Not a bid item. Anchorage requirements are based on TBR locations shown in the plans. TBR alignments that vary from what is shown in the plans may result in additional TBR sections requiring anchorage. If Movable Temporary Traffic Barrier is used in lieu of Temporary Barrier Rail, Concrete in Division 2 work, see Special Provisions.

No.	Station to Station		Length LF	(Select One)		Anchored* (Y/N)	Remarks
				Steel	Concrete		
				BA-400	BA-401		
1	49+83.00	48+57.00	100		X	Yes	Westbound Stage 1 - Length Excludes Special Barrier (Division 1)
2	49+83.00	48+57.00	100		X	Yes	Westbound Stage 2 - Length Excludes Special Barrier (Division 1)
3	47+72.00	48+98.00	100		X	Yes	Eastbound Stage 1 - Length Excludes Special Barrier (Division 1)
4	47+72.00	48+98.00	100		X	Yes	Eastbound Stage 2 - Length Excludes Special Barrier (Division 1)
		Total	400				
5	2088+50.00	2094+90.00	640		X	No	Westbound - Stage 1 (Division 2)
6	2088+50.00	2094+90.00	640		X	No	Westbound - Stage 2 (Division 2)
7	2095+91.33	2098+51.33	260		X	No	Westbound - Stage 3 (Division 2)
8	2095+91.33	2098+51.33	260		X	No	Westbound - Stage 4 (Division 2)
9	2098+77.00	2101+17.00	240		X	No	Westbound - Stage 2A (Division 2)
10	2092+36.00	2095+36.00	300		X	No	Eastbound - Stage 1 (Division 2)
11	2092+36.00	2095+96.00	360		X	No	Eastbound - Stage 2 (Division 2)
12	2099+17.00	2101+57.00	240		X	No	Eastbound - Stage 1A (Division 2)
13	2099+17.00	2102+17.00	300		X	No	Eastbound - Stage 2A (Division 2)
		Total	3240				

# Meeting Minutes

Project:	I-74 Mississippi River Bridge Rehabilitation	
Subject:	Pre-bid Meeting Minutes	
Date:	Wednesday, January 07, 2015	
Location:	Iowa DOT – Road Design Conference Room, Ames, IA	
Attendees:	Scott Hanson, Iowa DOT (Contracts)	Ed Kasper, Iowa DOT (Contracts)
	Doug McDonald, Iowa DOT (District 6)	Mark Brandl, Iowa DOT (District 6)
	Tim Dunlay, Iowa DOT (OBS)	Ron Meyer, Iowa DOT (OBS)
	Phil Rossbach, HDR	Nick Lampe, HDR
	Hussein Khalil, HDR	Eric Loomis, Civil Contractors
	Dan Ward, General Constructors, Inc.	Jim Hayne, General Constructors, Inc.
	Robert Cramer, Cramer & Assoc. Inc.	Dan Cramer, Cramer & Assoc. Inc.
	Bill Paxton, Bevans Steel Co.	E.J. Barnett, all Access Rigging
	Chad Weisskopf, Advanced Traffic Control	Tim Miller, Advanced Traffic Control

## Discussion:

Scott Hanson with the Iowa DOT Office of Contracts opened the meeting and indicated that there is one current Addendum in the works, which will address required Illinois wage rates. He also noted the project includes incentive / disincentive provisions, which are outlined on pages 2 & 3 of the proposal. To date two prospective bidders have checked out plans.

Phil Rossbach and Nick Lampe of HDR then used a PowerPoint presentation to summarize the anticipated work under the proposed I-74 Mississippi River Bridges rehabilitation contract. Access and traffic control restrictions outlined in the contract documents were also reviewed. It was noted the contract consists of four projects which include:

- IMN-074-1(195)5- -0E-82, Bridge Washing
- IMN-074-1(196)5- -0E-82, River Unit Rehabilitation
- IMN-074-1(233)5- -0E-82, Roadway and Navigation Lighting
- IMN-074-1(237)5- -0E-82, Iowa Approach Bridge Deck Overlay

Following the brief presentation by HDR staff, the meeting was opened up to questions by those in attendance. The following questions and responses are provided:

1. **Q:** Traffic Control Plan note 3 on Sheet J.3 indicates lane restrictions shall only be allowed on one bridge at a time. What is the reason for this restriction and can it be relaxed? **A:** District responded that it was the desire to minimize restrictions to commuting traffic such that they would only encounter delays in one direction each day. An addendum will be issued to allow night time single lane closures concurrently on both bridges. As such, Traffic Control Plan note # 2 on Sheet J.1, which requires work on the Iowa Bound bridge (I-74 WB) to be completed before beginning work on the Illinois Bound bridge (I-74 EB), will be removed by addendum. However, the restriction on concurrent lane closures for both bridges will continue to apply for long-term closures.
2. **Q:** Are the finger joint plates at Pier H bolted in place? Can existing plans of the finger joints be provided? **A:** Finger Joint plates are either bolted or riveted in place. When finger joint plates are re-installed, they shall be bolted back in place. Original contract plans and any available shop drawings of the finger joints shall be made available in electronic format.
3. **Q:** In the opening comments, Scott Hanson noted an addendum will be issued providing Illinois pre-determined wage rates. Will the pre-determined wage rates apply for work exclusively in Iowa, such as work on the concrete overlays in the Paren (237) project for the Iowa Approach Spans? **A:** Illinois wage rates will be added to the Paren (237) project by addendum.
4. **Q:** For the overlay repair work on the Iowa Approach Spans, there was concern that the allowed lane closure periods that control the incentives/disincentives are insufficient. For example, for work on the eastbound structure, as many as 7 separate pours would be required, all with maturity date criteria as far as the concrete attaining strength. In addition, depending on whether High Performance Concrete or a low slump overlay is used, the maturity time can vary. The contractors would have to anticipate the associated risks when bidding, including possible rain delays, cure time and the potential for machine breakdown. As a result, it is likely the contractors would build the penalty disincentives into their bids, which somewhat defeats the purpose of completing the work in the shortest possible closure periods. **A:** Cure times will remain within the incentive/disincentive periods. An addendum will be issued to add four calendar days to Site 01 to allow a total of 14 calendar days to the incentive/disincentive period at this site. The addendum will also clarify in the Proposal that the intent of work at Site 05 is to accommodate work on Ramp C in areas where one lane of traffic can be maintained on the ramp from Pier RC 3 to the Bettendorf anchorage (Stages 3 & 4).
5. **Q:** For long-term closures and regarding Traffic Control Note 8 on Sheet J.1, do the allowed weekend closures of I-74 WB off-ramp to US 67 (Ramp C) count against the incentive/disincentive days? **A:** Weekend closures at Site 01 will count against the incentive/disincentive work if the work requires a lane closing on I-74 WB mainline. Therefore, once TBR or movable temporary traffic rail is placed for long-term closure of an I-74 WB mainline lane that affects work day commuting traffic, the incentive/disincentive time starts; when the TBR or movable temporary traffic rail is removed, the time stops. Weekend closures can be used to complete work on Ramp C from Pier RC 1 to Pier RC 3 where the width of the ramp does not allow traffic to be maintained on the ramp. These weekend closures when TBR is not used on the mainline are not part of the incentive/disincentive period for either Site 01 or Site 05.
6. **Q:** Sheet J.23, the staging shows a Stage 2A. Is there a Stage 1A? **A:** There is not a stage 1A for the WB phase. Stage 2A is for patching the outside lane of the WB span over State St. It was labeled as Stage 2A because it can be completed concurrently with Stage 2 (outside lane). No

patching areas were identified on the inside lane, therefore, what would have been Stage 1A was not included in the plans. The staging note No. 3 in tabulation 108-26A, on sheet J.1 incorrectly includes stage 1A under phase 3 (Iowa Bound I-74 WB). An addendum will be issued to change the sentence to read: "River Drive entrance ramp is to be closed during Stage 1, 2 and 2A."

7. **Q:** Long-term closures for work on the concrete overlay at the Iowa Approach Spans show the use of a movable temporary traffic barrier to separate the work zone from active traffic and there is a corresponding pay item. There is also a pay item for Temporary Barrier Rail for work on the main river spans for repairs at the finger joints. Could the movable temporary traffic barrier be made optional and all barrier rails be paid for as Temporary Barrier Rail instead? **A:** SP-120249 already allows TBR to be substituted for movable temporary traffic rail. An addendum will be issued to reflect that the movable temporary traffic rail will now be paid for as Temporary Barrier Rail.
8. **Q:** On Sheet J.1, Note 10 indicates the toll plaza and the area under the bridge at the Iowa approach section shall not be used for staging areas of equipment. Can there be reconsideration of the restriction for staging equipment under the Iowa Approaches? **A:** The note restricting the use of the area under the Iowa Approach for equipment staging will be removed by addendum. However, equipment may not be stored in railroad right of way under the Iowa Approach spans. The General Notes require coordination with other projects working in the same area and that coordination will also determine where the contractor can store material and equipment.
9. **Q:** When performing work above the bridge deck that requires either nighttime, weekend or long-term lane closures, does the lane closure need to extend for the full length of the bridge or can it be restricted to the immediate work zone? **A:** As noted in Traffic Control Note No. 3 on Sheet J.1, it is the intent and desire to limit lane closures to only those areas of the work zone, subject to ramp closures that are required as noted in Traffic Control Note No. 4 on Sheet J.1.
10. **Q:** Has a mussel survey already been performed for this reach of the Mississippi River and can a work barge be used and anchored with spud piles north of the Moline Anchorage? **A:** Yes, a mussel survey has been completed. A work barge can be used and anchored with spud piles north of the Moline Anchorage but not south of the Moline anchorage.
11. **Q:** Has the Iowa DOT already informed the U.S. Coast Guard about this project? **A:** Yes, the U.S. Coast Guard has been informed of the project. However, as noted in the General Notes for Designs 116 & 216 (Sheets 4 & 53 in the Paren (196) project), the contractor is responsible for contacting the U.S. Coast Guard to provide plans and a schedule of operations at least 15 days before commencing work over the navigational channel.
12. **Q:** For Design 216, in note #4 on Sheet 64 in the Paren (196) project, it is noted the temporary stringer support shall be able to support a load of 68 kips per stringer end. Does this 68 kip load include an allowance for live load? **A:** Yes, the 68 kip load includes live load plus impact.
13. **Q:** Are railroad agreements in place for this project **A:** Yes, see Special Provisions.
14. **Q:** For the wind tongue repairs to the I-74 WB bridge, once the new wind tongues are installed, can the temporary lateral bracing installed as part of the wind tongue repairs remain in place? **A:** As per Note 17 on Sheet 40 of the Paren (196) plans, once the repaired wind tongues are in place, remove the W8 x 35 temporary braces, temporary lateral gusset plates and associated angles and fill open holes with high strength bolts as noted.



15. **Q:** On Sheet 47 of the Paren (196) plans, the details for joint repairs indicate the ½" x ¼" retainer bars under the impregnated foam joints are to be removed if they conflict with the new impregnated foam joint. How is the contractor to know when bidding this work whether the retainer bar removal is needed? Also, the plan notes indicate the faces of the joints shall be cleaned to an SSPC-SP 10 finish. Are the joint faces coated with lead-based paint? **A:** Dimensions shown on previous plans indicate the depth to the retainer bars should accommodate the required ½" recess of the impregnated foam joints below the surface of the deck plus a nominal 2" deep impregnated foam element. An addendum will be issued to reflect that if the tab plates require removals, such work would be accomplished as directed by the Engineer under an extra work order. Additionally, the joints were re-sealed as part of the 2010 repairs (Design 110) and at that time the plan notes indicated the joint faces were to be sandblasted to an SSPC-SP 10 finish, Therefore we do not anticipate that there would be any lead-based paint on the existing joint faces. If lead-based paint is encountered that requires removal, the work shall be paid for under an extra work order.
16. **Q:** When old connections are opened for structural steel repair, the General Notes require the existing steel material to be cleaned to an SSPC-SP 6 finish. The notes go on to say the blast cleaned areas are to be painted in accordance with Article 2508.02 of the Standard Specifications. Does this imply that only sandblasting is allowed for cleaning the existing steel surfaces? **A:** Other methods for cleaning the existing structural steel, such as mechanical methods, will be allowed provided the methods attain the required SSPC-SP 6 surface finish and provided the removal methods comply with Section 2508.01, B of the Standard Specifications for Hazardous Paint Removal.
17. **Q:** How long after completing epoxy injection operations for the concrete bridge deck overlay can the work area be returned to active traffic? **A:** Once epoxy injection at a given location is completed and any excess liquid epoxy is cleaned off the deck surface, traffic can be allowed to travel on the bridge deck immediately after completion of injection.
18. **Q:** Can High Early Strength concrete (Class C Concrete) be used for deck concrete at finger joint repairs? **A:** As per the Item Reference Note #2 on both Sheet 2 and Sheet 51 of the Paren (196) plans, Class C concrete is required for the deck concrete at the finger joint repairs.
19. **Q:** Can accelerating agents be added to the HPC-O mix to get faster curing times for overlay concrete? **A:** If needed as a last resort due to impending cold weather, the Iowa DOT would consider the use of accelerating agents from Materials IM 403, Appendix E for the HPC-O mix for concrete overlays subject to approval by the District Materials Engineer. However, calcium chloride admixtures would not be considered as acceptable.
20. **Q:** The fourth note on Sheets 20 and 70 of the Paren (196) plans preclude the use of flame cutting for rivet removal but the General Notes on Sheets 3 and 52 indicate removal of rivets by flame cutting may be allowed with approval of the Engineer. Please clarify. **A:** In general, removal of rivets by flame cutting is not allowed. However it is recognized that in some locations there may not be adequate access to mechanically shear off the rivet head and either punch or drill out the rivet. Therefore, on a case-by-case basis and with approval of the Engineer, removal of rivets by flame cutting may be allowed.

21. **Q:** Is there a list of approved epoxy injection contractors? **A:** Historically, epoxy injection of concrete bridge deck overlays has been handled by Iowa DOT District Bridge Maintenance Staff. Therefore there is not a list of approved epoxy injection contractors.
22. **Q:** Since much of the steel repairs will require field drilling and fit-up of secondary members, will an AISC Category III certified fabricating shop be required for all structural steel fabrication? If so, the larger shops that typically have the Category III certification will likely inflate their prices due to the relatively small steel quantities. **A:** AISC Category III shop certification is not required for steel fabrication. However, the fabrication shop shall meet AISC certification for supplying bridge components. Additionally, for components requiring shop welding, weld procedures must be submitted for approval with the shop drawing submittals.
23. **Q:** Does the existing caulk used to seal the edges of the hanger cable saddles to the main suspender cables contain asbestos? **A:** Hanger cable maintenance was performed in 1990 and 1991 and again in 2010 using the same Republic brand of Durathane caulk that is currently specified. We have confirmed with Republic that their Durathane caulk does not contain asbestos.
24. **Q:** For the overlay repairs shown for the Iowa Approach Spans and depicted on Sheets J.21 – J.26, could typical cross sections be shown to indicate the lane widths, locations of temporary traffic barrier and deck crown locations so that the bidders can plan the number of overlay pours needed? Do longitudinal joint lines for the overlay need to align with the crown location? **A:** Typical cross sections and superelevation diagrams, which show the location of the crown line, are shown on the original contract plans and will be made available in electronic format. Because the width of the bridge transitions between the Bettendorf anchorage and the first ramp, there really is not a “typical” width. There is flexibility in work zone dimensions shown for overlay joint line placement. Due to the location of the existing crown relative to the TBR locations, it is not likely that the overlay joint will align with the crown.
25. **Q:** Does correction grinding of overlays or longitudinal grooving of the repaired overlay have to be completed inside the time frames for incentives/disincentives or can this work be completed during nighttime closures? **A:** If profile grinding and longitudinal grooving of the concrete overlay are completed during the specified nighttime closure periods outside of long term closures, they will not be considered part of the incentive/disincentive closure periods.