Question Submitted: 6/19/2019 3:35:42 PM  Question Number - 0
How long will it take the manufacturer to set the precast structures? Will contractor personnel be required to be on site? Who will supply the erection plan? What type of wing walls will be used, deadman style or L-shape? This will be a major factor in excavation, backfill, and embankment. How many mobilizations will be included for crane services? Who is responsible for the down time if a problem arises during installation? Will the structure be available at any time 24 hours day 7 days a week do to the closure time? Who is responsible for the 611? What size of crane pad is needed, and who is responsible for the construction of the pad? Will the contractor determine the radius of the crane? How much notification will be needed to take delivery of structure? All these questions are a major part of submitting a fair bid.

For clarification and to eliminate possible conflicts, the contractor and manufacturer responsibilities have been changed to the following. The Contractor will be responsible for crane services, setting, and installation of the precast structures. The manufacturer will be responsible for manufacturing and delivery of the precast structures to the project site. Shop Drawings are now available and will be provided. The prestressed box culvert will consist of 12 – 6’ segments. The wing walls will be deadman style wing walls. Lindsay Precast of Canal Fulton, OH is the manufacturer. The precast segments can be delivered Monday through Friday as early as 10:00 AM. The manufacturer will need to be notified 7 days prior to delivery. See forthcoming Addendum.

Question Submitted: 6/13/2019 9:51:42 AM  Question Number - 0
In addendum #2 ODOT listed a quantity of 500 CY of LSM fill for bidding purposes for backfill of the culvert. Will ODOT please create a bid item for this LSM fill?

The estimated quantity of LSM shall be included for payment with Item 611E96461,20’ x 10’ Conduit, Type A, 706.05, as per plan (installation only), as indicated in the plan note on sheet 37. Please bid accordingly.

Question Submitted: 6/11/2019 7:31:48 AM  Question Number - 0
The third paragraph along the far left column of sheet #8 states that there is a maximum 45 Day Closure and a $2,000/Day disincentive. This does not match the A+B Table on revised sheet #7 (Max. 60 Days for the Bridge & Max. 18 Days for the Box Culvert w/ $3,000/Day Disincentive). What is the note on sheet #8 referring to?

The Item 614, Maintaining Traffic Note on sheet 8 will be changed to match the A+B bidding with multiple sections contract table on sheet 7. See forthcoming addendum.

Question Submitted: 6/10/2019 6:55:48 AM  Question Number - 0
Will ODOT please issue an addendum with the precast box, wingwall, and headwall element notes stating all the requirements that the precast box culvert supplier will be contractually obligated to do to make all the answers to the pre-bid questions part of the contract?

See forthcoming addendum.

Question Submitted: 6/3/2019 7:17:38 AM  Question Number - 0
We understand shop drawings may not be available for the box culvert at this point in time, but the contractor needs a weight per section of box to correctly size the lifting equipment that will be required to install the box culvert. Is it possible to get a maximum weight for the box culvert pieces, box culvert plus head wall, and then each wing wall piece? All this information is vital in preparing the bid as the weight is necessary to select and price a large enough crane to set the pieces efficiently and safely.

The manufacturer will be responsible for final installation of the precast elements. The manufacturer will responsible for delivery and crane services for unloading and final installation of the precast elements.

*** DISCLAIMER - Prebid questions and answers provided are for informational purposes only and are not part of the Bid Documents. If a question warrants a revision to the Bid Documents, the Department will issue an addendum.
ODOT answered a previous pre-bid question that the manufacturer will be responsible for setting the precast elements. Wouldn’t the contractor be responsible for the final installation of the precast elements?

The manufacturer will be responsible for final installation of the precast elements. The requirements for the manufacturer are stated below: Product Specifications Manufacturer shall provide written confirmation that the culvert supplied is appropriate for the installation shown in the attached plan, and complies with the culvert details shown in the plan. Complete concrete box culvert, 20’ W (span) x 10’ H (rise) x 72’ long, including joint seals, and including delivery to SR 204, milepost 4.32, in Fairfield County. Precast reinforced concrete box sections shall comply with 706.05 of the 2016 ODOT Construction and Material Specifications, in the attached plan. Complete precast concrete wingwalls/headwalls and foreslope walls as shown in the attached plans, in lieu of cast-in-place. Precast components shall be designed and provided for tie in with the box culvert described above. Prior to fabrication, shop drawings shall be submitted to ensure footers in the excavation are properly constructed. Precast reinforced wingwalls and headwalls shall comply with 602 of the 2016 ODOT Construction and Material Specifications, in the attached plan. Crane service shall be provided for unloading and setting in place the precast components above, in an excavation prepared by others in Fairfield County on SR 204 at milepost 4.32.

Please extend the completion date of the job. Plan notes on sheet 7/43 state that the 2020 work cannot begin until May 22nd and must be completed by August 12, 2020. Please allow for a completion date to be at least August 12, 2020 if not a week or two later to allow for clean-up and bridge sealing etc. A July 1, 2020 completion is not attainable with the May 22nd 2020 start restriction.

The completion date in the Proposal is incorrect. The completion date in the Proposal will be changed to 9/1/2020 to allow punch list items to be completed. As stated in the notes on sheet 7/41, the FAI-204-0346 bridge shall only be closed during the following dates, May 22, 2020 to August 12, 2020. The FAI-204-0432 box culvert shall be constructed in the Fall of 2019. The A+B bidding with multiple sections contract table still applies. See forth-coming addendum.

Please clarify that the box culvert that is supplied by ODOT will be delivered to the site by ODOT and the contractor is not responsible for any loading and hauling?

The manufacturer will be responsible for hauling, unloading, and the setting in place of all precast components.

For the box culvert, since ODOT is supplying the box, does ODOT have any shop drawings to show piece lengths and weights? Additionally who will the contractor contact for shipping? We need to know the number of pieces and weight of pieces for shipping, grouting, and setting purposes.

The shop drawings and manufacturer contact information will be provided after the awarding of this project. The manufacturer will be responsible for hauling, unloading, and the setting in place of all precast components. For grouting estimating purposes, ODOT estimates that there will be 18 - 4’ precast box culvert segments.

In order to better assess the Temporary Railroad crossing, can you provide the following information for the CSX tracks or what the installation rate is for CSX (We are subject to CSX’s charge): TOTAL CROSING LENGTH IN TRACK FEET – TANGENT OR CURVE. DRAWING SHOWS TANGENT - RAIL SIZE - SHUNT RESISTANT OR NOT – TIE LENGTH – TIE MATERIAL - LAG TYPE OR LAGLESS. WELDED RAIL OR MECHANICAL JOINTS.

Please verify your project number and resubmit. The project this question was submitted for does not have any temporary railroad crossings associated with it. No addendum required.
Ohio Department of Transportation - Prebid Questions

**Question Submitted:** 6/17/2019 1:21:50 PM  Question Number - 0
What virgin binder type and RAP percentage is permissible for 301 mix used for Item 251 and 253 repairs on this project? C&MS 401.04 specifies PG 58-28 binder when RAP exceeds 25%. Please revise the plan note to clarify ODOT’s intent.

With the plan specifications of the PG64-22 binder for the 301 asphalt mix, the contractor is required to use no greater than 25% RAP in the JMF submittal. If greater than 25% RAP is used in the JMF submittal, the Contractor may submit a 3000 gram RAP sample along with a blend chart, according to Level 3 Mix Design procedures, to determine the grade of virgin asphalt binder to use. No addendum required.

**Question Submitted:** 6/12/2019 9:03:10 AM  Question Number - 0
What is the intent of the State for the berm on this project? There is not specification given for the 209 linear grading, and the 617 compacted aggregate is figured at an average 2" depth. How is the contract able to install 2" of berm material, when the roadway elevation is not changing. The plans call out an 1.25" micro mill and 1.25" put back. Please clarify.

The intent of the berm is to minimize drop off, provide positive drainage from the roadway, and reinforce the paved shoulder structurally with item 617 compacted aggregate. The plan quantity is to be considered average and accounts for the correction of the current discrepancy between the paved surface and aggregate surface. Item 617 compacted aggregate should be placed in a manner to provide positive drainage, finish flush with the final paved surface, and be compacted in a manner that will suitably reinforce the paved shoulder in accordance with the Construction and Material specifications and to the satisfaction of the Construction Engineer in the field upon completion. No addendum required.

**Project No.  190387**  
CAR-103701 - CR 81-Sidewalks  
Sale Date - 7/11/2019

**Question Submitted:** 6/28/2019 1:56:34 PM  Question Number - 0
The pedestal plan note on plan page 5 indcates that the pedestal and base should be galvanized. These items are typically made from aluminum per SCD TC-83.20(not steel). Aluminum cannot be galvanized. Are natural aluminum finish pedestals acceptable for this item? Or is a steel base and pole required?

**Project No.  190389**  
FRA-106081 - SR 161-04.75  
Sale Date - 7/11/2019

**Question Submitted:** 6/28/2019 3:00:27 PM  Question Number - 0
Can ODOT please provide a list of existing utilities located within the pavement replacement areas eastbound and westbound shown on plan sheets 50-52.

An OUPS pre-planning call was placed along 161 between Linworth Road and Olentangy River Road. The Ticket # is: B918300114-008. The following utility owners are within these limits: AEP Ohio, Wide Open West, Columbia Gas, Franklin County Engineers, MCI, AT&T, ODOT D6 Traffic, Perry Twp, Columbus Dept of Utilities, Charter Communications, Worthington Sewer, Traffic, and Water.

**Question Submitted:** 6/26/2019 8:23:32 AM  Question Number - 0
The proposal includes a special clause for two CSX railroad tracks. Plan sheet 54 indicates one CSX railroad track and one Norfolk Southern track. Can ODOT please confirm if there are two different tracks and if an additional Norfolk Southern special clause needs to be included in the project proposal.

**Question Submitted:** 6/26/2019 8:09:31 AM  Question Number - 0
Plan sheet 5/99, typical section #3 includes a note to refer to sheet 7 for aggregate drain detail. There is not aggregate drain detail found on plan sheet 7. Can ODOT please provide this detail.

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Tuesday, July 2, 2019  9:25:45 AM  Page 3
Can the Department please confirm the interim completion date pertains to only the pavement replacement and associated items shown on plan sheets 50/99 - 52/99 and all other work will have a completion date of 7/1/20.

An addendum is currently being processed that will provide further clarification on interim completion requirements as well as several other plan updates. Please review the updated interim completion requirements in the addendum and if any further questions on requirements please advise.

Project No.  190390
FRA-108633 - IR 71 Ramp/Silver at Hudson

Question Submitted:  6/24/2019 1:51:49 PM  Question Number - 0

Quantity for Erosion control is listed in proposal and plans as 1.00 Each. Is this a correct quantity, or does this need updated?

Project No.  190391
FRA-98213 - Culvert Rehab-FY20

Question Submitted:  6/27/2019 2:00:08 PM  Question Number - 0

Good afternoon, We are bidding on this project and the locations of the culverts are not readily apparent. I spoke with the PM Kevin Fiant (sp?) and Dan Tracy. Kevin informed me the culverts were downstream from a dam that is actively purging water and making access to the lower culverts difficult and potentially dangerous. We respectfully request an extension to review the culvert sites when weather and conditions permits from July 11 to July 18.

Regarding the location concern, below is a link to our TIMS mapping system which provides a “dot” at each location:

https://gis.dot.state.oh.us/tims/map?pids=43454,43455,43456,43457&center=82.93935608541636,40.104585382968395&level=12&visiblelayers=Assets:-1%7CBoundaries:-1%7CEnvironmental:-1%7CProjects:-1%7CRoadway%20Information:-1%7CStrategic%20Transportation%20System:-1%7CSafety:-1Also, below is the LAT/LON for each location that could be entered into Google Earth or some other mapping software:

I 270 culvert:               40.111554,-83.017574 90" 
CMP at SR315:    40.07230, -83.03501 90" 
RCP at SR315:     40.06814, -83.03354Below is link to a photo outlined in red of the 270 culvert rehab location: ftp://ftp.dot.state.oh.us/pub/Districts/D06/Downloads/FRA-Culvert-Rehab-FY20/Regarding the high water levels along the Olentangy River in which the FRA-315 culverts discharge; the flood control dam located at Delaware Lake is currently discharging high quantity of water to draw the lake back down to normal summer pool elevation after significant flooding. Until the discharge is reduced to normal levels access for field visits to the FRA-315 culvert locations will not be feasible. ODOT does not have jurisdiction over the discharge at Delaware Lake. Flow data for the lake can be viewed at the following website: http://www.lrh-wc.usace.army.mil/wm/?basin/sci/dao Outflow to the Olentangy River will likely not be reduced until the lake is back to normal summer pool elevation of 915. Interpolating from the lake drawdown graph the lake should be back to normal pool elevation within the next week (assuming no additional significant rain events). At this time, ODOT will hold current letting of July 11th and will monitor Olentangy River Flow levels. If flow levels are still high by July 8, 2019 ODOT will evaluate delaying the bid letting to allow additional time for perspective bidders to perform field visits ahead of letting.

Project No.  190393
HAM-107967 - IR 275-28.40 Jts

Question Submitted:  7/1/2019 2:13:09 PM  Question Number - 0

Per the lane value contract table shown on pg. 5/6, only single and double lane closures are permitted. A three lane closure will be required in order to perform the 2’ wide repairs to the center lane line joint shown in the attached photo. Please revise the lane value contract table accordingly.
Ohio Department of Transportation - Prebid Questions

**Project No.** 190394  
HEN-95742 - US-US 24-09.61 Resurf  
**Sale Date** - 7/11/2019

**Question Submitted:** 7/1/2019 10:30:25 AM  
**Question Number** - 0

Regarding the completion date and the availability of bridge subcontractors - at least one bridge subcontractor has been found, however, the anticipated bridge item schedule occupies the full amount of the available time allowed by the bid completion date, no time is allowed for other items, let alone time for asphalt paving at all. Then considering the type of surface mix specified, this project cannot be completed in 2019.

**Question Submitted:** 6/27/2019 4:32:40 PM  
**Question Number** - 0

Would ODOT consider extending the completion date for this entire project into late summer 2020 for two main reasons? Reason #1 – With the current completion date, I have yet to find a bridge subcontractor with time in their schedule to quote this project. All I have contacted are having difficulty committing to a completion date as stated in this bid. Reason #2, the asphalt surface course specified is 424 Fine Graded Polymer. In this part of the state, this mix cannot practically be placed during daytime hours, before June 1st nor after September 15th. With the bridge work involved, even if we could find a bridge subcontractor willing to quote, there is not enough time to get the bridge work and asphalt paving done before the September 15th practical placement date.

**Project No.** 190396  
MAH-104651 - McGaffney Street Extension  
**Sale Date** - 7/11/2019

**Question Submitted:** 7/1/2019 10:08:31 AM  
**Question Number** - 0

The Village of Lowellville has a dam removal project that will be starting in July. The dam project has a dewatering area adjacent to McGaffney street. The dewatering area will be discharging into the sanitary sewer on McGaffney Street. What coordination will be required?

See Plan Sheet 7 and 23 for details. Minimal coordination effort is expected.

**Project No.** 190399  
OTT-92131 - SR 105-02.70 Resurf  
**Sale Date** - 7/11/2019

**Question Submitted:** 6/27/2019 8:35:33 AM  
**Question Number** - 0

PN 534 - Asphalt Binder Price Adjustment is not included on the proposal for this project. Will the Department consider adding this?

PN 534 will be added to the contract in a forthcoming addendum.

**Project No.** 190400  
PER-108359 - SR 13-27.00  
**Sale Date** - 7/11/2019

**Question Submitted:** 6/21/2019 9:42:22 AM  
**Question Number** - 0

The light pole detail on plan page 28 indicate that the pole and transformer base is this correct? If the base is steel it would not be a breakaway style base and typically poles and bases of this size are aluminum. Can painted aluminum be provided for these items?

Painted aluminum can be provided for the poles and bases as long as they match the 24’ painted conventional light poles that were installed as part of the recent Village of Somerset Streetscape Project at the intersection of U.S. 22 and S.R. 13.

**Question Submitted:** 6/13/2019 10:31:07 AM  
**Question Number** - 0

Will the state allow ReCon Big Block Segmental Retaining Wall to be considered for the retaining walls on this project?

No, the ReCon Big Block Segmental Retaining Wall in not a MSE type of retaining wall and is not an Accredited MSE Wall System listed in Supplemental Specification 840.02.F

**Question Submitted:** 6/3/2019 2:09:03 PM  
**Question Number** - 0

Are MSE Walls with precast panels allowed on this project as an alternate to the blockwall that is shown?

MSE walls with precast panels are allowed on this project as per Supplemental Spec 840.

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Would ODOT consider extending the 40-day closure period? It seems aggressive considering the cure period for Cement Stabilized Subgrade and QC1 Concrete Pavement.

Question Submitted: 6/24/2019 3:13:04 PM  Question Number - 0
1. Please provide the pavement type and thickness to be removed on plan sheets 24 and 25 (hashed area on US 6 Shoulder).

   The area of the US 6 shoulder to be removed is a stone shoulder. Therefore, the removal of the US 6 shoulder will be quantified as excavation and embankment. A forthcoming addendum will reflect these changes.

Question Submitted: 6/20/2019 1:50:43 PM  Question Number - 0
Please confirm the concrete pavement transverse joints outside of the details provided on Sheet 64 are spaced at 15’ spacing per SCD BP-2.2

   The concrete pavement transverse joints outside of the details on sheet 64 are to be spaced at 15’ per SCD BP-2.2

Question Submitted: 6/20/2019 1:48:38 PM  Question Number - 0
Please review the "Type S" and "Type L" legend on Sheet 64 - Concrete Pavement Joint Layout, as typically a "Type L" requires tiebars.

   The legend on sheet 64 will be updated showing 'Type L-Standard Longitudinal Joints As Per BP-2.1' and 'Type S-Standard Longitudinal Joints As Per BP-2.1 Without Tiebars' on a forthcoming addendum.

After a review of the MOT plans provided, we have the following questions: 1. When does ODOT envision the 40 day closure taking place? Is it before or after Labor Day as Labor Day was excluded from the Holiday Calendar? 2. When does ODOT envision the median/gore removal work taking place? Before or after the 40 day closure? 3. Is the median/gore work for Cty Rd 20 and the 40 Day closure for the Ramps allowed to take place concurrently? 4. Will the district consider extending the completion date to Oct. 31st as weather has forced other projects to extend, therefore creating shortages in labor forces to build this work with any anticipated start dates prior to Labor Day?

   A1: Labor Day is not excluded as a work day in the contract. The contractor’s means and methods as well as the contract completion date will determine when the 40 day closure will take place. Refer to updated ROAD CLOSURE note on sheet 10 of forthcoming addendum for further instructions on the 40 day closure. A2: The median/gore removal work at CR 138 can take place at any time during the project as long as traffic can be safely maintained in accordance with the applicable SCD’s and project plans. The median work located at the proposed left turn lane along CR 20 will need to be completed before the end of the 40 day closure as that impacts the movement of traffic to Southbound SR 53/US 6. A3: The median/gore removal work at CR 138 can take place at any time during the project as long as traffic can be safely maintained in accordance with the applicable SCD’s and project plans. The median work located at the proposed left turn lane along CR 20 will need to be completed before the end of the 40 day closure as that impacts the movement of traffic to Southbound SR 53/US 6. A4: The completion date has been moved from October 15th to October 31st per forthcoming addendum.

Can the completion date be extended on this project?

   The completion date will be revised to 10/31/2019 in a forthcoming addendum.

Can the completion date be extended on this project?

   The completion date will be revised to 10/31/2019 in a forthcoming addendum.
Will ODOT allow wingwall piling to be installed & the cofferdam to be put in place beyond the 11/14 interim completion date if the existing lanes are maintained? Will ODOT allow the 60” culvert to be installed with the 60 day shoulder closure beyond the 11/14 interim completion date?

Bidtem 54 60” jack & Bore, is casing pipe meeting 748.06 acceptable in lieu of 706.01 or 707.33

Can ODOT provide the existing drawings for the bridges on this project?

The work type percentage to be performed by the Prime Contractor is reduced from 50 percent to 40 percent. See Addendum No.1.

This project includes safety edge paving for both the intermediate and surface course paving but an item for preparing shoulder for paving is not included. How will the preparing shoulder for paving be paid?

With the use of item #690 Special – Void Reducing Asphalt Membrane (VRAM) on this project, how does the included PN415 Asphalt Pavement Longitudinal Joint Construction apply? Is the intent to use a vertical cold joint on the surface with the use of VRAM? If a notched wedge joint is required, will the VRAM also be required to be placed under and on the wedge joint? Will the joint density cores be waived with the use of the VRAM?

Would ODOT consider extending the completion date for this entire project into late summer 2020 for three main reasons? Reason #1 – With the current completion date, I have yet to find a bridge subcontractor with time in their schedule to quote this project. All I have contacted are having difficulty committing to a completion date as stated in this bid. Reason #2 – In Williams County, a significantly higher than normal amount of work has been sold by the many governmental agencies operating in Williams County including ODOT, OTIC, the City of Bryan, Williams County, and the public schools. To reduce overtime costs, it would be beneficial to ODOT to extend the completion date. Reason #3 – an existing bridge project with two bridges located in the middle of this project, due to abnormal wet weather conditions and flooding, is significantly behind schedule. This delayed project would cause significantly higher trucking costs and conflicts with the schedules.

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Ohio Department of Transportation - Prebid Questions

Project No.  190408
ASD-88847 - SR 179-05.64  
Sale Date - 7/11/2019

**Question Submitted:** 7/1/2019 10:53:20 AM  
**Question Number:** 0

Can the department please provide the technical guidelines for sealing unused wells that is mentioned in the plans?

**Technical guidance can be found at ODNR’s website:**

Project No.  190409
ATB-82819 - SR 531-13.20 Slide  
Sale Date - 7/11/2019

**Question Submitted:** 6/19/2019 9:47:10 AM  
**Question Number:** 0

Will NZ Sheet Pile be acceptable?

Yes, NZ Sheet Pile be acceptable providing it meets the requirements of the plan note on sheet 3.

Project No.  190411
D07-101021 - /D08 LG FY2020/FY2021  
Sale Date - 7/11/2019

**Question Submitted:** 6/14/2019 7:52:02 AM  
**Question Number:** 0

For Bid Ref. 68, will there be a site visit available for the Lytle Tunnel?

**Information concerning the upcoming visit to Lytle Tunnel for interested bidders will be forthcoming in an addendum.**

Project No.  190424
UNI-105513 - US 33-12.59  
Sale Date - 7/25/2019

**Question Submitted:** 6/28/2019 4:00:58 PM  
**Question Number:** 0

Please review the quantities for REF 6 & REF 7. Plan sheet 11 looks to have shortened the quantity for westbound markings by 6 miles (12.59 to 24.55).

**Quantities will be updated via forthcoming addendum.**

Project No.  190430
MRW-105534 - SR 229/SR 529-04.00/00.00  
Sale Date - 7/25/2019

**Question Submitted:** 6/28/2019 1:36:44 PM  
**Question Number:** 0

Addendum No. 1 added CSX Schedule I “Contractor’s Acceptance” to the bid documents. This acceptance obligates the contractor to abide by Agreement No. 32623 between ODOT and CSX. Will ODOT make this agreement available as part of the bid documents so contractors know what they will be required to accept?

**The agreement will be made available to bidders.**

Project No.  190433
CUY-105726 - US 42-04.29  
Sale Date - 8/8/2019

**Question Submitted:** 7/1/2019 10:34:30 AM  
**Question Number:** 0

The unit of measure for Ref. 28-Partial Depth Pavement Repair, As Per Plan is listed as CY in the proposal and SY in the general summary. Please clarify

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### Ohio Department of Transportation - Prebid Questions

#### Project No. 190440
TRU-98509 - SR 45/VAR-10.66/VAR

**Question Submitted:** 7/1/2019 2:10:43 PM  
**Question Number:** 0

The proposal pay items for the traffic signal section and the lighting section do not match the plan set. Which is correct?

#### Project No. 193003
FRA-106471 - /DEL-IR 71-27.77/00.00

**Question Submitted:** 6/20/2019 2:33:15 PM  
**Question Number:** 0

Regarding the pre-bid questions submitted for this project on June 13th, 2019, when will ODOT be responding to these questions? Specifically, the question regarding the need for .DGN files and BaseMaps in CADD. Those control files are needed as soon as possible in order for the contractor to analyze existing pavement data and begin an accurate design for the project. Please advise. Thank You.

  **Files will be posted for bidders.**

**Question Submitted:** 6/13/2019 10:00:03 AM  
**Question Number:** 0

Will Variable Depth Pavement Planing be required on existing IR 71 Southbound in order to achieve proper cross-slope across all new lanes of travel?

**Question Submitted:** 6/13/2019 9:34:14 AM  
**Question Number:** 0

Where does ODOT intend the place the new crown of pavement once the additional lanes are added on IR 71 Southbound via striping realignment, per the Conceptual Alternative.

**Question Submitted:** 6/13/2019 9:32:29 AM  
**Question Number:** 0

Scope Section 14.4.E.1.ii (Global Stabilization Mix Design) (page 35 of 48 of the Scope of Services) references ODOT Geotechnical Bulletin "GN 1 Plan Subgrades" dated July 15, 2016. Scope Section 14.4.E.7.A.1.a (Benching of Shallow Fills) (page 38 of 48 of the Scope of Services) references ODOT Geotechnical Bulletin "2" dated April 19, 2017. Please clarify if these differing bulletin references are correct or if they are intended to reference the same bulletin for both sections.

  **The date for Section 14.4.E.1.ii and 14.4.E.3 will be revised to July 20, 2018. Please see forthcoming addendum. The referenced Geotechnical Bulletins are correct that GB 1 references subgrade design and GB 2 references design of side slopes and sliver fills required for the widening of Ramp I.R. 71 South to I.R. 270 West.**

**Question Submitted:** 6/13/2019 9:31:22 AM  
**Question Number:** 0

Scope Section 16.3 states “DBT shall replace all non-functioning luminaires upon completion of the work.” Does this apply to all luminaires within the project limits or only luminaires on poles at are impacted by the DBT’s work? Additionally, will the maintaining agency be responsible for replacing any non-functioning luminaire prior to the DBT starting work, therefore the DBT would only be responsible for replacement of luminaires the DBT damages?

**Question Submitted:** 6/13/2019 9:29:58 AM  
**Question Number:** 0

Scope Section 16.2.C states "New sign installations shall be on new supports. Reuse of existing ground mounted supports shall be allowed." Please clarify if ground mounted post supports are to be new or can be reused.

**Question Submitted:** 6/13/2019 9:28:52 AM  
**Question Number:** 0

Are there any known existing utilities within the project limits that could affect the work?

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Could ODOT please provide .DGN files for the Conceptual Alternatives as well as BaseMaps in CADD?

Files will be posted for bidders.

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<th>Project No.</th>
<th>198005</th>
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<th>Question Number - 0</th>
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<td>The date set for completion of May 30, 2020 is not reasonable. By the time work can begin there will only be 7 workable months to get things done. Sept 30, 2020 would be much more appropriate. Please consider revising.</td>
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<th>Question Submitted:</th>
<th>6/28/2019 3:33:23 PM</th>
<th>Question Number - 0</th>
</tr>
</thead>
<tbody>
<tr>
<td>Due to the size and scope of the project, please consider extending the completion date to later in the year. Although many of the long lead time items appear to have been pre-ordered, much of the ground work would need to be completed during the winter months to accommodate the current completion date.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*** DISCLAIMER - Prebid questions and answers provided are for informational purposes only and are not part of the Bid Documents. If a question warrants a revision to the Bid Documents, the Department will issue an addendum.***