

Ohio Department of Transportation

Prebid Questions

Project No. 090104

Sale Date - 3/18/2009

Question Submitted: 1/29/2009

Question Number: 1

In addendum number 7 it says that a detail had been added for the Barrier Type B-1 and B-2 from addendum number 6. Where is this detail?

Question Submitted: 1/29/2009

Question Number: 2

Does the new 9" concrete base on the have to match up with the existing concrete on I-475? The existing distance from the subbase to the asphalt surface is 22.75 inches per the existing typical sections. The proposed pavement thickness is 20 inches. The difference is 2.75 inches. This means the 9" base concrete will be 2.75 inches higher than the existing concrete pavement. Where will the hook bolts be placed if constructed in this manner?

Question Submitted: 1/29/2009

Question Number: 3

1. Can a copy be provided to the contractor of the sidewalk, pavement, and drive calculations? 2. Will it be required to miter the truncated domes as shown on BP 7.1 page 3/3? 3. Page 27 refers to a stamped concrete for the concrete median as per plan, will there be any color or release agents required for this item?

Question Submitted: 1/29/2009

Question Number: 4

On sheet 19 of the plans, it indicates an existing shoulder course as being "waterproofed aggregate base course". This is stipulated by the legend as item #27. Please identify the composition of this material. Please also confirm that the "porous base course", legend #28 is composed of material similar to ODOT spec Item #304.

Question Submitted: 1/29/2009

Question Number: 5

At the prebid meeting, an issue was raised concerning the construction of the inside and outside shoulders of I-475. The plan was not clear as to when this work was to be accomplished. An answer is forthcoming. To further complicate the issue, the plans quote a noise ordinance not allowing work from 9:00PM to 7:00AM and no permitted lane closures except for a one hour period on Saturday and Sunday if you accept one of the lane closure tables and two hours on Saturday and Sunday if you accept the other lane closure table. Even if the noise ordinance is waived, the time permitted by the lane closure table(s) is(are) not sufficient to remove the existing shoulder, compact the subgrade, fine grade the subgrade, place and compact the 304, drill and place the longitudinal anchor bars, place 305 base concrete, and place one lift of intermediate asphalt prior to opening the pavement to traffic on the following morning.

Question Submitted: 1/29/2009

Question Number: 6

QUESTION/COMMENT #1: Upon the completion of Phase 4C, the plan indicates on sheet 36A that there will be some pavement construction to be completed in one working day. This could be extremely difficult to attain if it is expected that traffic will be driving on it after that one working day. Additionally, there needs to be some working area for men and equipment on each side of the proposed work. QUESTION/COMMENT #2: This required working area must also be supplied to complete the concrete median from station 103+07 to 132+88 constructed after the completion of Phase 4C.

A:1The time period stated on sheet 36A note 3 will extended to five consecutive days. Adequate access to the work area is available from the south side. A2: Adequate access to the work area is available from the south side.

Question Submitted: 1/29/2009

Question Number: 7

During the prebid meeting, it was asked that the Office Calculations be supplied to the contractor. We were told they would be available basically within a week. Tomorrow marks 3 weeks. We would more than appreciate having these to review as soon as possible.

Question Submitted: 1/29/2009

Question Number: 8

By comment at the Pre-bid meeting and by submittal of a pre-bid question, it was asked when the inside 4' shoulders are to be constructed. Unless we have missed it, we have not received an answer for this issue.

Question Submitted: 1/29/2009

Question Number: 9

Could someone please check and confirm the underdrain depths for the project?

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Prebid Questions

Question Submitted: 1/29/2009

Question Number: 10

Among other items, Addendum #8 addresses the construction of the inside and outside shoulders on I-475. Addendum #5 already issued revised plan sheets for this work. When comparing Addendum #5 plan sheets with Addendum #8 description of work to be added to Phase 1A, there appears to be a conflict. QUESTION #1: Bullet #3 under Stage 1 states that PCB is to be placed in the driving lane to allow for the construction of the median shoulder replacement. Shouldn't the PCB be placed in the driving lanes? See revised sheet 37/521. QUESTION #2: Bullet #3 also states that the contractor is to provide 2-12' lanes through the work zone by shifting the lanes onto the outside shoulder. The detail on revised sheet 37/521 indicates 1-12' lane and a 10' shoulder. Which is to be followed? QUESTION #3: Addendum #3 states that the inside and outside shoulders are to be completed during Phase 1A. How can this be accomplished for the outside shoulders in the area of the bridge piers when the existing piers are immediately behind guardrail that is on the edge of the existing 10' shoulder?

A1: Yes, the PCB shall be placed in the passing lane the minimum amount necessary to allow for two 12' lanes of traffic and removal/replacement of the median shoulder. The maximum traffic shift will be no more than 4 feet. A2: The detail on sheet 37A pertains to nighttime lane closures only. The MOT scheme detailed in Addendum #8 shall be followed. A3: Construction of the outside shoulder of I 475 shall be performed in conjunction with phase 2 and/or phase 4. This work shall be considered stage 3 as referred to in Addendum #8.

Question Submitted: 1/29/2009

Question Number: 11

CORRECTION TO PREVIOUS PREBID QUESTION: Mention was made concerning the PCB being placed in the driving lanes during the inside shoulder replacement. The question was supposed to ask if the PCB should be placed in the passing lanes as opposed to the driving lanes mentioned in Addendum #8?

Question Submitted: 1/29/2009

Question Number: 12

We opened addendum #3. The addendum lists 5 revised plan sheets that are linked to the addendum. Only one (75937-PI-409.tif) is with the addendum. There is also an attachment 75937-DGN(1) that has calculations. This location named files as follows which we are unable to open: Eg1.tin; EG3.tin; EG4.tin; EG5.tin; Job600.gpk; Cadfile. Please make all the files referred to in the addendum available.

1. It lists 6 revised sheets and they are out there correctly now. 2. The DGN file referred to is not part of this addenda. It was probably put out as a request from a prebid questions. It is a zipped files and the things missing are actually in that zipped file. Call Dan Stacy (614-466-8691) if you need help with zipped files.

Question Submitted: 1/29/2009

Question Number: 13

Plan notes on page 438 calls out painting specs for Ref.#406, Vandal protection Fence. In lieu of the painting, would a all vinyl coated system per ODOT specs be an acceptable alternative? This has been used on numerous projects in the state, and is a more standard procedure than painting of fence and components. All coating would meet the ASTM F1043 adhesion test. Thank you.

Question Submitted: 1/29/2009

Question Number: 14

1) Are there any waterline profiles or connection details like the one given on sht 235? Can these details be provided? 2) Can solid sleeves be used in place of cut in sleeves where applicable? 3) How does the hydrant APP Type 1 at Sta 74+90 Rt on sht 199 connect to the existing main? Should a 12" cut in sleeve be installed here? How will this be paid for? 4) How does the hydrant Type 2 at Sta 78+40Rt on Sht 202 connect to the existing main? Should a cut in sleeve be installed here? How will this be paid for? 5) Are there existing and proposed elevations for Ref item #182 Fire Hydrant Adjusted to Grade to indicate the amount of adjustment needed? 6) Are there any details for the work involved with Ref item #187 Meter Chamber Removed and Reset? What is the exact scope of this item? Is the chamber moving from a different location? 7) Ref item #188 20" Steel Casing Pipe. The plans show removal at the location called out for this item. Can you clarify if this item is for removal of existing casing or installation of new casing. If it is new, what is to be encased? 8) There is no W2 at Sta 118+05 Lt identifying the location of the new Hydrant Type 2 on Sht 225.

Question Submitted: 1/30/2009

Question Number: 15

1. How is the removal of existing barrier wall which protects piers 1 & 3 paid for?

Question Submitted: 1/30/2009

Question Number: 16

1. On plan page 457/521 it shows the phased deck construction joint as being sealed with HMWM with a note under it stating that the portable concrete barrier where anchored to new deck gets HMWM also. How is this paid for? 2. Does the deck edges where the parapet and deck meet get sealed with HMWM also? If so, how is this paid for?

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 1/30/2009

Question Number: 17

Question #1. Could the Department direct where to find the standard drawing(s) and Qualified Producers/Suppliers of Ref. No. 142, Water Quality Structure, Type 1? Using plan sheet 275, it appears the size of the Water Quality Structure is 20'x15'. Plan sheet 276, the size of that Water Quality is 15'x10'. Questions #2. In Addendum #8 several temporary striping items were added for the Median Shoulder Replacement. Will a pavement marking removal item be added as well to remove the temporary striping?

Question Submitted: 1/30/2009

Question Number: 18

Addendum 7 added a planting misc. relocated trees: one for 14 trees and one for 26 trees. Is the landscape watering to include these relocated trees?

The contractor will not be responsible for watering the relocated trees. That will be taken care of by ODOT forces.

Question Submitted: 1/30/2009

Question Number: 19

In Addendum #1 prebid question responses, it is stated that the HMWM at the deck joints and barrier anchor holes is incidental to the deck concrete. Will Ref #392 be eliminated?

Question Submitted: 1/30/2009

Question Number: 20

1. Could the plans for the existing structure over I-475 be made available on line?

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/LUC-75937/>

Question Submitted: 1/30/2009

Question Number: 21

For the temporary signals, can the existing signals and controllers be used? Thank You

Question Submitted: 1/30/2009

Question Number: 22

There has been an addendum added to the project for the removal and replanting of 26 evergreens and 14 deciduous trees. We are told to follow ODOT Spec 661 this spec states nothing about digging and moving existing trees using a tree spade. The only correct way to move these trees is to use a tree spade. A backhoe or excavator will not work. How accessible is the areas going to be? The tree spades will be either trailer mounted pulled by a large truck, or will be self-contained both needing to be pulled by a truck. The trees will be moved from a controlled construction zone to an open live traffic area. The equipment will be heavy in weight by its self not to mention adding the weight of the tree to be relocated. A rootball of not less than 84" is what is recommended. Also the unstaked sod of 40,110sy did not have a separate watering item listed in the addendum. If you have any questions over the information I have submitted feel free to call me. Thank you Stephanie Rosengarten

The site access is using based on the individual contractor's equipment type and means and methods of completing the work. For watering of the Sod refer to CMS 660.09.

Question Submitted: 1/30/2009

Question Number: 23

Are the design files and CAD files available for this project?

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/LUC-75937/>

Question Submitted: 1/30/2009

Question Number: 24

Please clarify the Item 603-Conduit As Per Plan Note as shown on sheet 26 of the plans. The notes states that all areas outside of I-475 we are required to use a specified pipe material depending on the diameter and height of cover: Diameters less than or equal to 18" Type B & C Conduit = RCP, PVC, HDPE Diameters 21" ~ 24" Type B outside mainline pavement and Type C = RCP, PVC, HDPE Diameters 21" ~ 24" Type B under mainline pavement = RCP Diameters 27" and greater = RCP There is a note at the bottom of this section on sheet 26 that states: "Polyethylene pipe shall not be used along Dussel Drive or Ford Street in the City of Maumee." Does that mean the contractor is to use only PVC or RCP regardless of diameter in all areas within the City of Maumee even though the above APP note states we could use HDPE in certain cases?

Question Submitted: 1/30/2009

Question Number: 25

On sheet 44/521 Maintenance of Traffic Plan-Phase 2 of the construction plans there is a 3' dimension right of centerline of construction on sections A-A, E-E and F-F. What is the purpose of the 3' dimension?

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 1/30/2009

Question Number: 26

How was the existing topo generated? Aerial survey or conventional survey?

Question Submitted: 1/30/2009

Question Number: 27

Question 1: What is the required minimum cover for the waterline? Sheet #27, General Notes, of the plans, the waterline installation paragraph states "THE PIPE SHALL HAVE APPROXIMATELY 5 FEET OF COVER." Sheet #307, Water Works Details, of the plans, the Water Main Trench Detail shows a 6' minimum cover. Which is correct? Question 2: Sheet #307, Water Works Detail, contains a note which states "PREMIUM BACKFILL AS REQUIRED PER NOTE #4 SHALL BE LIMESTONE SCREENINGS. (Per ODOT 304)". What and where is Note #4 and what are limestone screenings per ODOT 304?

Question Submitted: 2/2/2009

Question Number: 28

Ref # 57, Topsoil: Based on the soil borings provided for this project, there is very little topsoil present on site. Is it your intent to import this from off-site (very costly), or is it your intent to utilize the scalplings generated from stripping?

Question Submitted: 2/2/2009

Question Number: 29

The WTS note on sheet 31/521 lists the organizations that the WTS must be certified from. Will WTS certification through the Ohio Contractors Association be acceptable on this project?

Question Submitted: 2/2/2009

Question Number: 30

1. The typical section on sheet 7-521 show the underdrains as 6" shallow pipe underdrains with fabric wrap and 6" base pipe underdrains with fabric wrap. The sub-summary and proposal have 6" shallow pipe underdrains, 6" shallow pipe underdrains with fabric wrap, 6" unclassified pipe underdrains, 6" unclassified pipe underdrains with fabric, and 6" base pipe underdrains with fabric wrap. The plans show both wrapped and unwrapped underdrains on the ramps and mainline. Please clarify the location of the wrapped versus unwrapped underdrains on the project.

Question Submitted: 2/2/2009

Question Number: 31

1. The typical sections on sheet 10/521 and 10A/521 show the asphalt shoulders on the concrete sections of Ramps B, C, E, & F to be under 448 density. Please clarify if these shoulders will be 448 or 446 density.

Question Submitted: 2/2/2009

Question Number: 32

1. The plans are unclear when the asphalt surface course will be placed. With the various traffic shifts and temporary barrier wall installations, it may be best to install the asphalt surface course at the end of the project. Will the Department allow the asphalt surface course to be placed at the end of Phase 4?

Question Submitted: 2/2/2009

Question Number: 33

1. Per Addendum 1 the temporary barrier wall will remain on I475 for the duration of the project. Will the temporary pavement on sheet 31/521 for the I475 outside shoulders, bridge deck removal, still be required?

There was nothing in Addendum 1 about temporary barrier wall.

Question Submitted: 2/2/2009

Question Number: 34

1. Due to project phasing and limited ramp closures it appears that a considerable amount of borrow material would need to be imported to project (and subsequently removed) in order to construct the proposed ramps. The first ramp slated to be removed is Ramp D (phase 2A). The majority of Ramps A, B, C, E & F are to be constructed in Phase 2. Since the ramps must be embanked, settled (for various time periods), paved and open to traffic before the existing ramps can be removed, there is not enough excavated material ready for embankment when it would need to be available, therefore requiring imported material. Is it the intent to import material to construct this project?

Question Submitted: 2/2/2009

Question Number: 35

1. Sheet 24/521 states that there will be no construction work between the hours of 9:00 pm and 7:00 am. The note on sheet 24 conflicts with the note on sheet 31/521 that states the work at Smokey Bones will take place between 11:00 pm and 11:00 am. The note on sheet 24 also conflicts with the work hours given for I475. Due to efficiencies and paving schedules, it may also be more efficient to pave during the nighttime hours. Please clarify the allowable work hours on the project.

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Ohio Department of Transportation Prebid Questions

Question Submitted: 2/2/2009

Question Number: 36

1. Will the Department allow the Phase 3 temporary pavement, for Ramp D, to be installed during Phase 1?

Question Submitted: 2/2/2009

Question Number: 37

1. During which Phase is the I475 median shoulder replaced?

Question Submitted: 2/2/2009

Question Number: 38

1. During the embankment construction of the new ramps, the existing ditches along the existing ramps will be filled. How is the drainage of the existing ramps to be maintained?

Question Submitted: 2/2/2009

Question Number: 39

1. Sheet 239/521, cross section at station 72+85, the status of the 3" Toledo Edison electrical conduit that conflicts with the 12' x 4' detention chamber is unclear in the utility notes. Please clarify.

Question Submitted: 2/2/2009

Question Number: 40

1. Will the existing conduits that remain in service during construction be abandoned in place or plugged and filled?

Question Submitted: 2/2/2009

Question Number: 41

1. During Phase 2C and 4C, will the Ford St, Arrowhead Rd, and Brandyway Ln, intersections be closed for construction?

Question Submitted: 2/2/2009

Question Number: 42

1. What type of materials are the 3" waterproofed aggregate base (#27) and the porous base course (#28) on sheet 19/521?

Question Submitted: 2/3/2009

Question Number: 43

For items of work similar to references 119, conduit bored and jacked 27", app, 120, conduit bored and jacked 42", app and 121, conduit bored and jacked 54", other ODOT projects have allowed the casing pipe, with no carrier, as the final storm sewer conveyance. Will the use of the casing pipe, with no carrier, be allowed on this project? If so, will the specified size and type of casing as listed in the plan note for bore and jack on page 25/521 still be acceptable?

The district respectfully declines to permit the use of casing pipe with no carrier.

Question Submitted: 2/3/2009

Question Number: 44

Re: Relocated Utilities 4A Notes in proposal, Page 1 of 8 Salisbury Road, Sta 73+61 Rt While trying to reference new construction as to relocated & remaining Utilities, we have found that the new pole has been relocated to 75' Rt of the Centerline of R/W (not the Centerline of Construction) placing the new pole at 60' Rt of the Centerline of Construction and in the location of the 4' X 12' Box Culvert. We are concerned that if we are in fact correct, other utility relocations may be also be in error. Would you please review and comment? Could "As Built" Remaining and Relocated Utility Plans be available to bidding contractors on line for review as construction/utility conflicts are a very critical part of this project.

Question Submitted: 2/3/2009

Question Number: 45

Addendum 1 deleted the winter time limitations and holiday lane restrictions from sheet 29/521. Addendum 2 states that the temporary barrier wall will be removed from the shoulders of I475 during the winter months. The addendums seem to conflict with each other. Please clarify. If the temporary barrier wall is to be removed, will the quantity of wall on I475 be adjusted to reflect the removal and replacement? The temporary tape quantity may also need to be adjusted if the temporary barrier wall is removed and traffic shifted back to their permanent location along I475.

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 2/3/2009

Question Number: 46

1.W-12 on Sheet 201 calls for the removal of the existing hydrant. Is the existing tee to be removed or can it remain in place with the existing valve to be removed and replaced with a mj plug? 2.Will the contractor be charged for water used to fill, test and flush the new waterlines?3.With the use of cut in sleeves, is it safe to assume that all existing lines (8"-20") can be drained and new lines connected. Is there any time restrictions for this work or can it be done during normal daytime hours? 4.What testing procedure will the contractor be required to adhere to when draining and recharging an existing line? – all locations where cut in sleeves are called out – 8" ,12" and 20"5.If 20" can be drained then why use 20" TS&V and not just cut and install 2-45's or a 90 to new location?6.W-8 on Sheet 228 calls for a 20" cut in sleeve and it appears to be on the existing line in order to abandon and fill the existing 20" line. When the line is shut down to install the plug at the east end could a regular plug be installed here as well?7.Waterline removals west of 475 and not in the same trench will add expense caused by backfill procedures. Could these be plugged the same as the existing on Dussel?

Question Submitted: 2/3/2009

Question Number: 47

The As Per Plan note on sheet 26/521 states that the antistrip additive be introduced at the asphalt plant. It is possible to add the antistrip to the asphalt binder at the liquid terminal. Is it permissible to add the antistrip additive at the liquid terminal prior to shipping the binder to the asphalt plant?

Question Submitted: 2/3/2009

Question Number: 48

Sheet 27/521 states that the waterline installed in the Lucas County portion of the project will have mechanical joints and the waterline in the City of Maumee portion states mechanical or slip joints. Based on previous experience with Lucas County, Ductile Iron Pipe, CI52, slip joint pipe is acceptable. Please clarify if the slip joint pipe is acceptable in the Lucas County portion. If a mechanical joint pipe is required, what type of gland is to be used standard or wedge type? The notes also refer to an asphaltic base material coating for the bolts used fittings. What specification the asphaltic base material under, none are shown on the QPL under waterline.

Question Submitted: 2/3/2009

Question Number: 49

There is no Item 410, Traffic Compacted Surface, set up for maintaining traffic. Can 410 be added for maintaining the existing drives and business access?

Question Submitted: 2/3/2009

Question Number: 50

When will the plan sheet insert, the I-475 shoulder replacement detail, and the single slope barrier type B details shown in addendums 7 & 8 be available?

Question Submitted: 2/3/2009

Question Number: 51

Addendum 7 states that the 20" waterline in Maumee must be in service at all times. The plans call for the existing line to be plugged. How will the old line be cut and plugged if it must remain in service at all times? The new tapping sleeves and valves will only shut down the new line, not the old.

Question Submitted: 2/3/2009

Question Number: 52

Addendum 10 adds 1.5" of asphalt to the median and outside shoulders on I-475. How will the additional excavation required for this material be accounted for?

There will be no additional excavation needed. The additional thickness is in the asphalt above the concrete base elevation. This additional removal will be paid for through Item 202 Pavement Removed, Asphalt (Reference #6).

Question Submitted: 2/3/2009

Question Number: 53

Addendum 11 revises the underdrain quantities. Although the depths are not always specified, it is our understanding that the Shallow Pipe Underdrains are 30" deep, the Base Pipe Underdrains are 18" deep, and the Unclassified Pipe Underdrains are variable depth. Revised sheet 13/521 calls out a run of Base Pipe Underdrain at 15" deep, please clarify the depth. The section edge course detail on sheet 13/521 shows the underdrain as Shallow Pipe not Base Pipe, please clarify the type of underdrain in the detail.

Question Submitted: 2/3/2009

Question Number: 54

Plan notes on page 27/521, Column 4, Waterworks – City of Maumee Specifications, states Ductile Iron Fittings and specials shall conform to... AWWA C-110 or...AWWA C-153. The specifications provided in addendum two eliminated the AWWA 153 option. AWWA C 110 fittings are twice the price of AWWA C153 (standard fittings). Can ODOT please clarify if AWWA C153 fittings be used on the Maumee portion?

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Ohio Department of Transportation Prebid Questions

Question Submitted: 2/3/2009

Question Number: 55

W-8 on sheet 228/521 calls for a 20" cut in sleeve and valve. Suppliers are informing us that the cut in sleeve is not an available item in this size. Is this item needed or could a regular plug be installed at this location in the same manner as the detail for the other end as shown on page 235/521?

Question Submitted: 2/3/2009

Question Number: 56

1. Per the office calculations, pavement restoration on the project is proposed with 442, 19mm PG76-22M with 446 density, and 443, SMA 12.5mm PG76-22M with 446 density. The 448 T1 and T2 driveway references may be a more appropriate material for the required handwork associated with the pavement restoration.

Question Submitted: 2/3/2009

Question Number: 57

Per item 622 Concrete Barrier Single/Slope type-B, what is the barrier to set on? Standard Drawing RM-4.3 Adjoining Pavement notes separates pouring against asphalt and concrete. Since this project has 9"-base concrete and 5" of asphalt on the shoulder, would the wall set on a intermediate coarse of asphalt per Std. Dwg. RM 4.4 or a concrete base? (if so, thickness of base?)

Question Submitted: 2/3/2009

Question Number: 58

If the existing curbing is lost during the storm sewer installation in Phase 1A, station 72+85 to 77+25 Rt, will the contractor be required to replace it prior to opening the road to traffic in Phase 2? The pavement restoration area for Phase 1A appears to end at Station 72+85 where the full depth pavement replacement begins. How is the contractor to get paid for asphalt trench repair after the storm sewer in Phase 1 A is complete prior to re-opening this section of road to traffic for phase 2?

Question Submitted: 2/3/2009

Question Number: 59

Sheet 26/521, Catch Basin Abandoned in Place, calls for a 3/4" steel plate to be installed on top of the abandoned structure. Is a precast reinforced concrete top an acceptable substitute for the 3/4" plate?

Question Submitted: 2/3/2009

Question Number: 60

Plan Pages 200 & 201 Salisbury Road Approximate Sta 73+50 to 82+75 Rt Plan shows approximately 775 Ft of 4 ft Rail Fence being removed. Can you tell me under what Item this is paid?

Question Submitted: 2/4/2009

Question Number: 61

Exploratory test holes on Salisbury/Dussel have indicated unstable soil conditions. What is your intent to protect the existing roadway during the installation of the Concrete Detention Basins? Should there possibly be a sheeting Item to address this?

Question Submitted: 2/4/2009

Question Number: 62

The Addenda List on your web page shows 2 Addenda. I can only "pull up" Addenda #1. Is there an Addenda #2? If so, how can I access it?

Question Submitted: 2/4/2009

Question Number: 63

See plan page 39 of 521 Would it be possible to construct Phase 2B during Phase 2 along with construction of Ramp A from Sta. 136+25 to 155+50 (allowing traffic to utilize this portion of New Ramp A along with the Temporary Pavement, thereby releasing existing Ramp A for removal)? Along the same note, could the removal of Existing Ramp D (Phase 2A) be allowed as soon as traffic is placed on New Ramp E regardless of whether or not Ramps B and/or C have been completed as described in Phase 2?

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