

# Question List Iowa Department of Transportation.

(As published on the 'classic' Bid Express web site, for lettings dated December 16, 2008 through April 16, 2013.)

Letting Date	Bid Order Number	Question	Answer	Response Date
April 16 <sup>th</sup> 2013	002	Is there a Precast option for this RCB?	Due to the high skew and the need for flared headwalls a precast option will not be allowed.	2013-04-02 10:28:55
April 16 <sup>th</sup> 2013	004	The Structural Steel is listed @ 3118#. Should the 12 pcs. - Stainless Steel Slider Plates be in that Wt. or who is furnishing these.	The contractor should see the reference note on bid item 17. The stainless steel sole plates are incidental to the bid item Prefabricated Bridge Superstructure Move. This is done intentionally because alternate Prefabricated Bridge Superstructure Move systems may require a different sole plate system.	2013-04-02 10:31:18
April 16 <sup>th</sup> 2013	006	On item 100 class 13 excavation on table 112-9 sheet C.4 it looks like the CY quantity is not correct compared to the paved should SY. Please check quantities for correctness. Double check SY figures for paved shoulder also.	The class 13 excavation quantity is correct.	2013-04-16 11:25:50
April 16 <sup>th</sup> 2013	006	Is the detail on B.2 for "Earth for paved shoulder fillet" incidental to paved shoulder as stated in notes, or is this detail supposed to be for item 130 Earth Shoulder Construction?	The detail on B.2 for "Earth for Paved Shoulder Fillet" is incidental as stated.	2013-04-16 11:26:31
April 16 <sup>th</sup> 2013	007	On sheet no. J1, the traffic control plan says to maintain current lanes of traffic on rt. 136. Does this mean no lane closures for the pier repair even if there is a traffic control item shown in section 3 of proposal? The bridge washing permits lane closures from 8pm to 6am.	under review	2013-04-10 17:21:25
April 16 <sup>th</sup> 2013	007	You are requiring all flagging to be done during nighttime hours. For everybody's safety, would you consider adding temporary traffic signals to assist the flagger? Thank you	Temporary traffic signals will not be added for these 2 projects.	2013-04-12 15:45:10
April 16 <sup>th</sup> 2013	010	MB-034-5(503)263--77-29 project, plan sheet 2 in the Estimate Reference Section. Item #2 notes seems to have duplicate instructions as Item #4 notes. Please clarify.	Refer to Addendum 16APR010.A02.	2013-04-11 18:19:28

April 16 <sup>th</sup> 2013	011	Bid item # 8 Drain Extensions call for the Tube to be 9" x 5". That particular tube is not produced. Can something else be substituted that is more available?	The designers source list shows multiple producers for a HSS9x5x1/4 tube. It could also be fabricated from steel plate. The designer prefers to leave as detailed, but if it is necessary for a particular contractor/fabricator to obtain a different size that would be permitted as long as it is verified that it will fit over the existing drain.	2013-04-12 17:05:27
April 16 <sup>th</sup> 2013	012	The piers call for 27" forms. As far as I know nobody owns this material. Would it be possible to change the piers to something like 30" that is readily available?	See addendum16APR012.A01	2013-04-15 16:45:40
April 16 <sup>th</sup> 2013	016	This structure has four(4) 10'x22' spread footings, and is a slab bridge that will require an extensive amount of false work. 65 working days is ridiculous for that much work. The new structure is built alongside the old one with the road open until completion of the new structure, with a 30 day closure at the end. This job should be at least 120 days besides the 30 day closure for removal.	Please refer to ADDENDUM.16APR016.A01	2013-04-10 19:07:15
April 16 <sup>th</sup> 2013	021	If the vibration monitoring indicates a design change is needed in order to not damage the conduit, how will that affect the completion date and no excuse bonus? Also, would the contractor be responsible for repairing the conduit due to any damage from the pile driving?	There will not be a change in the completion date or no excuse bonus for a design change or construction procedure change due to the vibration monitoring requirements.If the contractors vibration monitoring equipment is appropriately set up and functioning, the contractor would not be responsible for repair to the conduit as long as the contractor immediately stops operations when the alarm goes off. The contractor would be responsible for repair if the vibration equipment is inappropriately installed, incorrectly set up or non-functional. The contractor would also be responsible for repairs if the vibration alarm is ignored and work continues that exceeds the acceptable vibration limit. The contractor would also be responsible for repairs due to an act of negligence. An act of negligence would include taking an action that one would reasonably expect to exceed the allowable vibration monitoring levels or the structural stability of the conduit.	2013-04-04 18:11:35

April 16 <sup>th</sup> 2013	021	Plan sheet U.3 refers to grouting and sleeves for the abutment piling. I can't find any other reference regarding specifications or size for the sleeves or payment.	The sheet noted in the question is U.3 in the (43) Roadway Approach package plans. The contractor should be directed to look at Sheet 2 of the (36) Bridge plans, where there is a bid item for pre-bored holes with the specified backfill identified as a subsidiary item.	2013-03-29 16:43:46
April 16 <sup>th</sup> 2013	021	Is using a Precast RBC an option for this project?	A precast RCB will not be allowed for this application.	2013-04-04 18:12:34
April 16 <sup>th</sup> 2013	021	Will the corps of engineers be involved with this project? If so, in what manner?	The Minor Section 408 Review by USACE has been completed and the project has USACE approval. The local sponsor for the Perry Creek Flood Risk Reduction Project is the City of Sioux City. The City is noted as the point of contact from the Vibration Monitoring Special Provision and Sheet U.3 in the (43) package as a source for additional information regarding the Perry Creek Conduit from its Operations Maintenance Manual. USACE would likely have no reason to get involved during construction unless requested by the City.	2013-04-11 18:27:09
April 16 <sup>th</sup> 2013	021	After visiting with some of the firms approved to perform the vibration monitoring it seems that the alarm will most likely sound when we drive our first pile. Before we bid the job we need a guarantee that you can redesign the foundation and get all necessary approvals in a reasonable amount of time such as five calendar days. Also we need a provision to extend the contract time depending on the type of design and availability of potential subcontractors to perform the work.	under review	2013-04-10 17:22:07
April 16 <sup>th</sup> 2013	021	The specification notes that the peak particle velocity (PPV) of the ground vibrations at or near the structure being monitored should serve as the metric for evaluating if the construction activities may induce damage to the conduit. There may be more direct means of monitoring the response of the conduit to ground vibrations. Will alternative approaches be accepted?	under review	2013-04-11 17:56:41

April 16 <sup>th</sup> 2013	021	Stakes for the paving forms for the load distribution slab will need to be driven into the polystyrene blocks. Will this be allowed?	Assuming the form pins referred to would be longer than 10" (the total of the 6" load slab and the 4" sand below the load slab) and extend into the EPS, the contractor should not be allowed to use form pins. If the pins extend below the 4" sand layer, they would pierce the geomembrane on top of the EPS, which is not to be allowed.	2013-04-15 16:03:26
April 16 <sup>th</sup> 2013	021	Plan sheet Q.9--the 6-inch PCC Distribution slab that caps the EPS. Are we allowed to utilize form pins when setting formwork to make this pour?Note I asked this yesterday and it evidentially did not go through as don't see a "pending review" so asking again...thanks.	Assuming the form pins referred to would be longer than 10" (the total of the 6" load slab and the 4" sand below the load slab) and extend into the EPS, the contractor should not be allowed to use form pins. If the pins extend below the 4" sand layer, they would pierce the geomembrane on top of the EPS, which is not to be allowed.	2013-04-15 16:17:50
April 16 <sup>th</sup> 2013	021	Please review tabulation of paving on sheet C.9 for bid item#0330. Square yards overstated. Thanks.	under review	2013-04-15 10:39:50
April 16 <sup>th</sup> 2013	023	How many days are allowed for this job? Also, is traffic control in place now?	None, it has a completion date. Yes, some traffic control is currently in place.	2013-04-12 17:09:05
April 16 <sup>th</sup> 2013	023	How is traffic control being handled then, no bid item or no traffic control standards listed?	Refer to the traffic control note on Plan Sheet Number 5.	2013-04-15 10:38:12
April 16 <sup>th</sup> 2013	101	Could you please check the quantity on the pcc overlay	We do concur with the estimate for the "Furnish Only" at 15,600cy and the "Placement Only" of 91,200 syds. There may be some confusion because there is no overlay from Sta 819+16 to 838+00 because this is an existing 9" PCC and will not be overlaid. The table under each typical section has an estimated quantity that is " per Station" so there may be some confusion if they did not do the calculation.	2013-03-25 11:18:00
April 16 <sup>th</sup> 2013	101	Could you please check the dimensions on the middle drawing on sheet b8	The middle typical on B.8 shows the joints at 9' from the center. This is where Brian Keirleber , the County Engineer, wants the joints to be placed. This is an old section of highway and the original width was 18' wide. The existing HMA shows cracks at this point and therefore Brian wanted the new overlay pavement joint to be as close to the joints in the lower level. This is primarily the only section where these cracks are evident.	2013-03-28 17:07:21



April 16 <sup>th</sup> 2013	101	Headwall total for reinforcing steel on sheet V.1 does not match the bar list for Headwall on sheet V.5 need to recalculate totals.	Please refer to ADDENDUM.16APR101.A01	2013-03-28 17:06:23
April 16 <sup>th</sup> 2013	101	This project has been assigned an Approximate Start Date of 07-29-13 with 65 working days. Sheet C.6 states "No extra payment is allowed for cold weather protection during construction." The 65 working days will definitely take you into the time of year that burlap could be required. Can the County arbitrarily write out the cold weather specification?	Yes.	2013-04-02 10:39:04
April 16 <sup>th</sup> 2013	101	Is there a Precast option for this RCB?	There is no Precast option for the RCB	2013-04-02 10:29:33
April 16 <sup>th</sup> 2013	101	Can you clarify if the "C" Joints are sealed or not due to the staggered joint spacing.	All the joints are to be sealed as per the specifications.	2013-04-02 10:30:21
April 16 <sup>th</sup> 2013	101	Standard Road Plan PV-3 states that the quantities for the safety edge should be included in the paving items. Please check the quantity for item 320. It also appears that the quantity for Item 400 is overstated.	The quantity for the extra concrete for the Safety Edge is included in the item 2599-9999003 Paved Shoulder, PCC 7 IN., Furnish Only CY. Items 4 and 12 have been checked and no changes to the quantities will be made.	2013-04-15 16:36:58
April 16 <sup>th</sup> 2013	101	The typical on plan sheets B.4 and B.5 indicate that the fibers paid for in Item 510 are to be used in the 5 inch overlay. If the adjacent shoulder pour is paved at the same time will this quantity of fibers also be paid for?	The County will pay for the fibers if they are incorporated into the concrete used in the shoulders.	2013-04-15 16:34:07
April 16 <sup>th</sup> 2013	101	Please look at the typical joint spacing detail found on sheet B.8 for Sta 593+25 to Sta 643+25. Does the county really want 40' spacing on the "c" joints in this area?	The County would like to experiment with the 40' spacing for the "c" joints from Sta 593+25 to Sta 643+25.	2013-04-15 16:35:33
April 16 <sup>th</sup> 2013	101	Please provide the intended dosage rate per cubic yard for the structural macro synthetic fibers. Also, is there a suggested or required concrete mix time for this concrete?	Please refer to ADDENDUM.16APR101.A02	2013-04-10 18:59:44
April 16 <sup>th</sup> 2013	101	Would the county consider adding an item for incentive/disincentive for pavement smoothness? A bid item allows the contractor to be paid when the incentive is earned and accelerates project close-out.	The Reference Information for the pavement does say "Pavement Smoothness Specification shall apply to this project". The Contractor should use Chart A. There will be no additional bid item.	2013-04-15 16:36:16
April 16 <sup>th</sup> 2013	101	What aggregate durability is required for the two overlay items on this project?	Please refer to ADDENDUM.16APR101.A02	2013-04-10 19:00:45

April 16 <sup>th</sup> 2013	101	Does the L-1 joint shown at centerline on sheet B.8 contain rebar? If so, is it required for the length of the project, or only at the locations shown on sheet B.8? Thanks.	The L-1 joint is required for the full length of the project as per PV-101. Rebar will be required for the joints. On Sheet B.8 the typical L-1 Special joint for the shoulders is also for the full length in those defined station limits of the three separate typicals.	2013-04-11 17:56:56
April 16 <sup>th</sup> 2013	101	Is the safety edge quantity included in Item 320 - Paved Shoulder? It appears the safety wedge is not included in the paved shoulder quantity. The Paving quantities do not add up thus far.	The quantity for the extra concrete for the Safety Edge is included in the item 2599-9999003 Paved Shoulder, PCC 7 IN., Furnish Only CY.	2013-04-11 17:57:25
April 16 <sup>th</sup> 2013	101	Are the "C" joints on sheet B.8 really going to be at 12', 14', 10' and 16'? In that order? Or are you trying to match joints? Can you clarify the difference between "staggered" in the bottom detail and not "staggered in the middle detail?"	The C joints on Sheet B.8 are to be "staggered" for both details as shown. The word "staggered" was inadvertently omitted in the middle detail. The County wants them to be 12,14,10,16,12,14,10,16... for both. The difference between the middle and the bottom detail is the distance between the L Joints. The middle detail has a 7' outside joint line and the bottom detail has 4' outside joint line.	2013-04-12 15:40:54
April 16 <sup>th</sup> 2013	101	The plan sheets include references to the RCB Culvert Standards which are dated 04-12. The current ERL does not seem to include these standards. Could you provide the RCB Culvert Standards referenced on the Plan Sheets, specifically Sheet C.4. Thanks,	<a href="http://www.iowadot.gov/bridge/v8elrfdculstd.html">http://www.iowadot.gov/bridge/v8elrfdculstd.html</a>	2013-04-12 15:44:05
April 16 <sup>th</sup> 2013	101	Could you clarify the "C" joint spacing on the details (B.8). Are the joints supposed to follow the 12',14',10' and 16" pattern on the middle detail? Could you clarify the difference between the middle detail and the bottom detail that shows "staggered" C joints? Is there supposed to be a run of 12' then 14", etc...?	The C joints on Sheet B.8 are to be "staggered" for both details as shown. The word "staggered" was inadvertently omitted in the middle detail. The County wants them to be 12,14,10,16,12,14,10,16... for both. The difference between the middle and the bottom detail is the distance between the L Joints. The middle detail has a 7' outside joint line and the bottom detail has 4' outside joint line.	2013-04-12 15:43:10
April 16 <sup>th</sup> 2013	101	On sheet B.3, the HMA thickness is shown as 6" 2". Which thickness should be used? This is a Sq. Yd. bid item. The table of design quantities indicate 266.7 Tns/Sta., is this correct?	under review	2013-04-12 12:42:07
April 16 <sup>th</sup> 2013	101	Item No 10, what is the design thickness of the HMA Driveways?	under review	2013-04-15 10:40:28
April 16 <sup>th</sup> 2013	102	The downloaded plan is incomplete, missing pages. only PDF pages CS 1-2, Q 1-2	I have verified that the downloaded plan is complete. The problem must be on your end.	2013-03-26 16:02:36

April 16 <sup>th</sup> 2013	102	The H sheets show the state has permanently aquired Parcel 4M and Parcel 8. There appears to be plenty of room outside the need line for a contractor to borrow dirt in these parcels. Will borrowing material from the DOT property (parcels 4M and 8) instead of the contractor "furnishing" borrow from an outside source be allowable? It would save the DOT a lot of money vs. importing 104,000 CY.	No, borrow material from DOT property will not be allowed.	2013-04-11 17:09:32
April 16 <sup>th</sup> 2013	102	Regarding Item 56 Stabilization Crop Seeding, will the Source Identified Class (Yellow Tag) Source Go Iowa be required on the Natives?	Source Identified Class (Yellow Tag) Source G0-Iowa will not be required for Bid Item 56 Stabilization Crop Seeding.	2013-04-10 19:03:20
April 16 <sup>th</sup> 2013	102	Can Haul Trucks enter and exit Interstate 35 using Shoulder Closures during the day or does the contractor need to use lane closures and work at night?	This question does not apply to this project.	2013-04-15 11:31:29
April 16 <sup>th</sup> 2013	103	Should Item #30 Removal of Curb be 80 LF, instead of 80 Stations?	Please refer to ADDENDUM.16APR103.A02	2013-04-12 15:42:07
April 16 <sup>th</sup> 2013	104	L-2 joint is shown in tab CC 31BB on sheet B.01. Should this be an L-1 joint? Thanks.	Refer to Addendum 16APR104.A01.	2013-04-10 19:04:12
April 16 <sup>th</sup> 2013	105	Is the 7" PCC class 3 durability as shown on the pay item or class 3I as shown in the notes?	Please refer to ADDENDUM.16APR105.A01	2013-03-28 17:04:45
April 16 <sup>th</sup> 2013	105	Notes relating to pavement removal indicate it is to be disposed of--can it be recycled into modified subbase and incorporated back into this project ?	Yes, removed pavement can be recycled into modified subbase and incorporated back into the project at the contractors expense, no additional cost will be incurred by the contracting authority for this or any associated activity (IDOT testing and sampling requirements excluded). Must meet IDOT "Standard Specifications, Section 4123" and "IM 210".	2013-03-28 17:05:20
April 16 <sup>th</sup> 2013	105	The traffic control plan on page A.01 indicates "road closed during paving". Note 1 on the TCP on sheet C.03 talks about staging construction to maintain access to homes and drives daily. Unless you state otherwise I will take this to mean the stuff on C.03 relates to the construction before paving and the A.01 note means that no staging is required to pave the project, because it gives the owner the lowest bid. Is this acceptable? Thanks	There is no requirement to stage the paving, we desire that a resident not have his/her access to his/her home/facility disrupted for any length of time that could be otherwise avoided.	2013-03-28 17:05:49
April 16 <sup>th</sup> 2013	105	Please review bid item# 0070. 7" double reinforced bridge approach?	Please refer to ADDENDUM.16APR105.A02	2013-04-10 19:10:35

April 16 <sup>th</sup> 2013	106	Bid item 0670 2527-9263180 Pavt Markings Removed - Is this to remove the removable tape? Bid Item 0680 2527-9263600 Removable, Nonreflective, Preformed Tape - Should this be reflective?	Non-reflective tape is for blocking out existing pavement markings and is black or gray in color. See article 4183.06,D,1. Is this the intent of this item? We should only have retro-reflective markings if we are guiding traffic... Typically the wet retro reflective removable tape markings are specified for this purpose. When using this item the removal of the tape is included in the cost of the item. REVISED: Refer to Addendum 16APR106.A02.	2013-04-12 16:20:49
April 16 <sup>th</sup> 2013	106	Request Valmont Industries be approved to supply lighting poles on this project. Valmont # DS50-759A270-8S-GV with M104 t-base	Cut sheet information from Valmont indicates that this pole is furnished with an 8-foot mast arm. The plans require a 10-foot mast arm to accommodate clear zone requirements. This pole is approved for use on this project so long as Valmont can certify that the pole will structurally accommodate and can be furnished with a 10-foot mast arm as required by the plans.	2013-04-11 17:43:32
April 16 <sup>th</sup> 2013	106	Bid item 0650 Painted Pavement Markings, Durable. The breakdown on Page C.18 of the plans show the marking as Waterborne/Solvent Paint. Don't you want this to be an epoxy product? There is not a waterborne/solvent paint on the approved products for Durable Paint Pavement Markings.	Bid item 0650 – Painted Pavement Markings, Durable: Durable markings should be furnished per the proposal. Waterbourne paint shall not be allowed.	2013-04-12 16:14:35
April 16 <sup>th</sup> 2013	106	Bid item 0650 - 2527-9263117 Painted Pavement markings, durable - 112.70 STA, the table on page C.18 of the plans has a note that the markings are Waterborne/solvent paint. This should be an epoxy material based on the Approved products for Painted Durable Markings. Can you confirm that this should be an epoxy and not paint.	Bid item 0650 – Painted Pavement Markings, Durable: Durable markings should be furnished per the proposal. Waterbourne paint shall not be allowed.	2013-04-12 16:15:34
April 16 <sup>th</sup> 2013	106	Bid item 0620 Perforated Square Tube Posts has no information given on post size, anchoring system, etc. Sheet C.04 has nothing provided for this item for info.	Refer to Addendum 16APR106.A02.	2013-04-12 16:16:26
April 16 <sup>th</sup> 2013	106	Please provide written specification for the street lighting poles. Plans only show one manufacturer's part number. Thanks.	Lighting Pole Specification: Poles shall be furnished as specified in the Estimate Reference Information for item 58 shown on sheet C.04 of the plans.	2013-04-12 16:17:53

April 16 <sup>th</sup> 2013	106	Sheet B.07 shows a RM-35 pole mounted lighting controller but there is not a bid item for them. Should there be an item for these or are they being considered incidental to some other item	If an RM35 pole mount controller is required it will be added by Change Order	2013-04-12 16:22:46
April 16 <sup>th</sup> 2013	106	Submitted this question on 03/26/2013 and still haven't seen an answer or an addendum for this. Bid item 0670 2527-9263180 Pavt Markings Removed - Is this to remove the removable tape? Bid Item 0680 2527-9263600 Removable, Nonreflective, Preformed Tape - Should this be reflective?	[Yes][Nonreflective will be adequate for temp markings] REVISED: Refer to Addendum 16APR106.A02.	2013-04-12 16:19:38
April 16 <sup>th</sup> 2013	106	Can you supply Tab 102-5 Existing Pavement for this project?	Refer to Addendum 16APR106.A02.	2013-04-12 16:18:52
April 16 <sup>th</sup> 2013	106	Item 0590 shows a quantity of 4520 LF and the estimate reference states the quantity is calculated from the one way embedded conduit length. Table 108-2A shows a conduit length of 1717 LF. Table 108-12 shows a phase conductor length of 4520 LF. Please clarify if this line item is paid by LF of phase conductors or LF of conduit.	Item 59 will be paid on the basis of the lineal feet of phase conductors.	2013-04-12 16:23:43
April 16 <sup>th</sup> 2013	106	plan sheet J.05 shows temporary pavement markings, however there is not a bid item for the temporary pavement markings.	Refer to Addendum 16APR106.A02.	2013-04-12 16:24:44
April 16 <sup>th</sup> 2013	106	Sheet C.10 shows both wood and steel posts as 10 foot. It does not include any below ground length.	The length posted is nominal and may vary. The actual quantity required will be measured and paid as provided in the Standard Specifications.	2013-04-15 11:25:07
April 16 <sup>th</sup> 2013	108	Are the questions asked on this forum for the project pulled in the February letting still valid for this project? Any update on the rest area buildings letting?	Probably not, the plans were changed and reissued for the April 16, 2013 letting. The anticipated letting for the Rest Area Buildings is mid-May 2013.	2013-03-21 15:13:22
April 16 <sup>th</sup> 2013	108	Were any of the PCC items changed in any way? First glance they don't appear to be any changes in jointing, quantity, etc.	The PCC Sample bid item was removed from the project. The Joint spacing on various L sheets were adjusted to match the typicals located on the B sheets. The previous documents had 15' joint spacing on the ramps entering/exiting the parking areas. These have been switched to 20' on all the ramps.	2013-04-02 11:36:51
April 16 <sup>th</sup> 2013	108	Any records on how thick the HMA shoulders are that are the pavement removal? Thanks	The NB shoulders have a 6" HMA overlay on 8" of ATB and the SB shoulders have an 8" HMA overlay on 8" of ATB.	2013-04-05 09:27:09

April 16 <sup>th</sup> 2013	108	Anything considered a "ramp" in the left column in the tab on sheet C.15 would have pavement smoothness per 2317 applied (in conjunction with the tab on C.14) ? How or will the spec be applied to the areas considered truck and auto parking ? This represents 100% of the 8.5" and about 45% of the 10.5" item. Thanks	The Pavement Smoothness and PCC Texture Tab (100-27) is listed on Sheet C.14. The tab includes the auto parking area in the smoothness due to the alignment of the ramp and parking areas. The truck parking area is not included in the smoothness tab. REVISED: The previous answer to this question has been changed to, "Refer to Addendum 16APR108.A01."	2013-04-11 18:13:10
April 16 <sup>th</sup> 2013	108	The tab 110-1 on sheet C.13 detailing the pavement removal has sawcut for the inside shoulder to accomodate the shoulder strenghtening. Shoul'n't the quantity be almost doubled, as you will need to saw throught the overlay at the edge of the travel lane, and then again 4 feet towards the median to establish the inside edge for the 4' wide detour strenghtening ? Also shoul'n't there be a sawcut quantity in the tab for the outside shoulders through the overlay to establish an edge to match with the new paving per the bottom typical on B.4 ? I beleive the total sawcut to be about 21,700 feet. Can you please clarify ? Thanks	Refer to Addendum 16APR108.A01.	2013-04-11 17:56:06
April 16 <sup>th</sup> 2013	108	Sheet C.1 Item 2 Special Back fill is called out to be used for the tempory access road but on B.1 sheet you have special under the pave shoulder. Witch material will be used under the paved shoulder Modified or special?	Bid Item #2 – Special Backfill includes the quantity of special back fill required for the temporary access road. There will be both modified and special backfill underneath the paved shoulders (see the typical sections on the B Sheets). The quantity of special backfill is different depending upon PCC or HMA paved shoulders. Therefore, the Special Backfill quantity required under the paved shoulders is listed underneath the Alternate Option bid items (#60 and #62 Special Backfill).	2013-04-12 15:46:16
April 16 <sup>th</sup> 2013	108	On sheet J.1, 108-23A, item 5, "the contractor shall access the work area form the on and off ramps constructed along interstate 35 only". Does this apply for any construction materials being acquired from the properties directly adjacent to the project sites? Or does it only apply after the on and off ramps are constructed?	If the contractor is entering the project site from I-35, the contractor may only enter from the on and off ramps. The contractor may access the project site from an adjacent property if they receive permission from that particular property owner.	2013-04-15 15:27:16
April 16 <sup>th</sup> 2013	108	How will straw mulch be addressed? As there is no mulching item to correspond with the seeding item? Also should there be ECIP related mobes on this bid?	The mulching portion of the project shall occur with the Rest Area Building Contracts.	2013-04-15 15:26:16



April 16 <sup>th</sup> 2013	108	Can the contractor exit, enter the sites using shoulder closures during the day or will night time lane closures be required.	The Contractor shall use a lane closure to enter and exit the sites from I35. Lane closure times are defined in the Traffic Control Plan.	2013-04-15 15:23:22
April 16 <sup>th</sup> 2013	109	For Davis-Bacon wage purposes will the entire job be considered in the city limits of Council Bluffs ? Thanks	Yes, the entire project is within the corporate limits of Council Bluffs.	2013-03-27 09:45:13
April 16 <sup>th</sup> 2013	109	Typicals on B.2 and B.3 show earth shooulder construction against all the paved shoulders, and in some locations an outside driving lane. On B.4 typical 7145 appears for incidental aggregate for paved shoulder fillets. I wanted to make sure, before doing all of the math, is the incidental aggregate fillet really what you want in the designated areas ? Thanks	Please refer to ADDENDUM.16APR109.A02	2013-04-10 18:58:40
April 16 <sup>th</sup> 2013	109	Can you give a "milepost = station equation" to help with pavement removal locations ? Thanks	Please refer to ADDENDUM.16APR109.A02	2013-04-10 18:57:52
April 16 <sup>th</sup> 2013	109	Can a bent bar be used to tie the 7" p.c.c. shoulder to the mainline paving? Thanks.	Contractor should refer to Contract Documents and more specifically Standard Road Plan PV-101 and Article 4151.	2013-04-10 18:53:10
April 16 <sup>th</sup> 2013	109	EIR note#2--page C.3--states--contractor should anticipate hauling the material to a point between the south and north splits of I-80/I-29--this is an extremely broad statement. Is the dirt to be compacted in place?? the contractor needs to know what location and which side of the road will get the material as this controls the haul distance, which exit must be used and etc. Please give a defined location for the waste disposal.	The recent addendum for this project deletes the hauling and salvaging note mentioned and just identifies it as waste.	2013-04-10 19:01:40
April 16 <sup>th</sup> 2013	109	What is the thickness and material type of the exiting shoulders to be removed? Thanks	Please refer to ADDENDUM.16APR109.A03	2013-04-15 16:21:13
April 16 <sup>th</sup> 2013	151	Under what TC road standard is the bridge approach work expected to be performed under ?	Refer to Addendum 16APR151.A01.	2013-04-12 15:50:07
April 16 <sup>th</sup> 2013	151	Line No 100 specifies Waterborne Pvmt Mrkgs, but Tabulation of Pvmt Mrkgs calls out Highbuild Waterborne Paint Pvmt Mrkgs. Which one is it suppose to be?	Waterborne Pavement Markings are correct as per the Estimating Proposal.	2013-04-12 15:48:41



April 16 <sup>th</sup> 2013	152	How many Feet of Temporary fence ? How many feet of electrified wood fence to be removed ? There are also no brace section on the item list ?? You have grading, Fence removal, Tree removal, Seeding, and new fence all within the Field fence item # Never seen this before. Usually its all separate item #	Q: How many Feet of Temporary fence ? A: Per the estimate reference information, item #31B, on plan Sheet C.02: Along the temporary construction easement line, which can be viewed on plan sheets D.02, F.02, H.02, and U.03. This length is 175 LF. Q: How many feet of electrified wood fence to be removed ? A: Per the table on the bottom left of sheet C.03, 306 LF. Q: There are also no brace section on the item list ?? A: We did not include a bid item for field fence brace panels. The contractor will need to assume that the brace panels are incidental to the field fence bid item. The number of brace panels can be determined by using the brace panel layout shown on IDOT Standard Road Plan MI-103, which is referenced on Sheet A.02 of the plans. You have Q: grading, A: No, all grading is covered by bid item #3, Excavation, Cl 10 Q: Fence removal, A: No, all existing fence removal is incidental to bid item #1, Clearing and Grubbing (by Acre), per the IDOT standard specifications and per the estimate reference information shown on the plans (for item #1). Q: Tree removal, A: No, all tree removal is covered by bid item #2, Clearing Grubbing (by Units) Q: Seeding, A: No, all seeding is covered by bid item #40, Seed Fertilize (rural), and bid item #42, Stabilize Crop - Seed Fertilize Q: and new fence all within the Field fence item # Never seen this before. Usually it's all separate item # A: They are all separate bid items from the field fence, except the installation and removal of the temporary fence.	2013-04-11 18:14:45
April 16 <sup>th</sup> 2013	152	On the Estimating Proposal, it is shown to have a 2.5% DBE Goal, when I download the Expedite File, no goal is shown to be required. Please Clarify. Thanks	Download a new ebs file. See addendum16apr152.001	2013-04-15 15:22:01
April 16 <sup>th</sup> 2013	158	What is the percentage of crushed particles and percentage of binder in the pavement scarification from the original mix design mentioned in the plans?	PLEASE SEE ADDENDUM 16APR158.A01	2013-04-10 19:12:39
April 16 <sup>th</sup> 2013	158	The plans note compaction per 2303.03, specifically 1C. Is this an error?	PLEASE SEE ADDENDUM 16APR158.A01	2013-04-10 19:11:37
April 16 <sup>th</sup> 2013	159	would the county be willing to furnish the aggregates at the BMC Garner quarry instead of at Klemme Pit	No, Bid it per note in the plan.	2013-04-12 15:51:16

April 16 <sup>th</sup> 2013	159	I do not see a pavement marking item? Will the road have to be painted before being opened, and if so, who is painting it? Thank you	Per the plan, the county will do the painting.	2013-04-15 16:56:52
April 16 <sup>th</sup> 2013	160	Submitted this question on 03/26/2013. Letting is next Tuesday and haven't received an answer or an addendum addressing this question. Bid item 0670 2527-9263180 Pavt Markings Removed - Is this to remove the removable tape? Bid Item 0680 2527-9263600 Removable, Nonreflective, Preformed Tape - Should this be reflective?	I believe the Bid Order for this question is Bid Order 106. There are no pavement marking items listed in the proposal for Bid Order 160.	2013-04-10 19:06:18
April 16 <sup>th</sup> 2013	161	I cant seem to make sense of the patch tabulation for the full depth repair. There are two totals listed. If I add the sy together it does not come out to the bid item quantity. Thanks.	PLEASE SEE ADDENDUM 16APR161.A01	2013-04-10 19:02:29
April 16 <sup>th</sup> 2013	161	I have a question about the Class 13, for Widening. It is calling for an 18" deep cut. Most typical ways of performing this tyoe of work can only reach a depth of 12" ddep. Can you check to see if and why this depth is need. Most widenign is considerably less than less in that district. Thanks	" Deep is correct. Please bid as is, per plan.	2013-04-11 18:18:17
April 16 <sup>th</sup> 2013	161	What is the purpose of removing and reinstalling the end pipe on the three slip-lining culverts? If removal is not necessary for slip-lining, would it be required?	Likely won't be answered.	2013-04-16 11:21:17
April 16 <sup>th</sup> 2013	163	The class 13 totals on Sheet B.2 tab 7152 and Sheet C.4 tab 112-9 do not match the estimated project quantities. What are the correct quantities.	The difference between the tabulations and the Estimated Project Quantities is due to rounding. Since the quantities in the tabulation are given "per station" and are only shown to the second decimal place, there is a slight variance with the Estimated Project Quantities which are calculated for the project as a whole. The quantity in the Estimated Project Quantities is the more precise, and should be used for bidding.	2013-04-10 18:54:15
April 16 <sup>th</sup> 2013	164	Plan Tab 108-8B calling for Culvert Spanning for guardrail. Does a BA Standard Road Plan exist showing a "W-Beam Guardrail Installation Spanning Culvert"? The RE-66C Standard Road Plan had been used in the past for Culvert Spanning. Thank you.	The guardrail installation which is noted as "over twin box culvert" is only scheduled to receive object markers. For other new or updated guardrail over box culverts the plans include an item for special post adaptors using BA-210, as shown in tab 108-8B.	2013-04-02 10:37:46
April 16 <sup>th</sup> 2013	164	Can class 13 excavation for widening material be used for embankment on guardrail blisters? Thank you	No, the primarily granular material generated by class 13 excavation for widening is not well suited to establishing and maintaining vegetation on guardrail blisters.	2013-04-15 17:02:23

April 16 <sup>th</sup> 2013	164	Is the tab MODIFIED/TYPICAL CROSS SECTION PAVEMENT SCARIFICATION on sheet B.1 to represent tab 7308 on sheet B.2. Is the error in the stationing or is the plan quantity wrong. Thanks...	Please bid the project as advertised.	2013-04-15 11:28:01
April 16 <sup>th</sup> 2013	164	Please review QTY of crash cushions for this project. It should be 4 total by the layouts in tab and standards.	Please bid the project as advertised. If more are needed it will be handled by an extra work order.	2013-04-15 11:26:50
April 16 <sup>th</sup> 2013	164	on Sheet No. 5, I was trying to read the Safety Gate Treatment. Line #1 looks like there is part of a number that didn't make it in the box. Same with line #4 #6 also. Verify.	under review	2013-04-15 12:15:57
April 16 <sup>th</sup> 2013	164	Can the Tabulation of Safety Gate Treatment on sheet # C.5 be reviewed? Some of the dimensions that were entered have been cut off and STA. 40+20 is missing some dimensions.	under review	2013-04-15 12:16:30
April 16 <sup>th</sup> 2013	165	Regarding bid item #0050 "Shoulder Construction, Earth" Please considering breaking this into 2 seperate line items. Possibly "Earth Shoulder Finishing" for the L Ave. work and "Shoulder Construction, Earth" for the D65 work. There is a great deal of cost difference in the work necessary for these seperate locations.	See Addendum 16APR165.A01	2013-04-10 19:13:37
April 16 <sup>th</sup> 2013	165	Item 17 CIP Typical cross section L AVE you show two 3" CIP lifts, will curing be required on bottom lift before placement of top lift of CIP	curing of the first 3" lift will not be required prior to placing the second lift.	2013-04-16 11:19:08
April 16 <sup>th</sup> 2013	165	Is there a mix design for the "construction of soil-flyash subbase" item? What percent of fly ash should be incorporated?	On Sheet 5, Table 103-3 Tama indicates flyash will be placed at a rate of 15% and 515 tons of flyash per mile per lane is required.	2013-04-15 12:29:04
April 16 <sup>th</sup> 2013	205	Will coordinates and alignments info be provided when the job has been awarded.	YES.	2013-04-12 15:52:32

April 16 <sup>th</sup> 2013	207	On the last project on this job, Hwy 65, the sealer material and the filler material quantities, don't come close for the work being done.	We did not intend to do the entire route, only the portions that needed to be sealed or crack filled. There are quantities for SB transverse joints, and SB transverse shoulder cracks, and SB centerline cracks (not the entire length). This will be for rout and seal work. Also SB right edge line cracks (not the entire length) and SB left shoulder joints (not the entire length). This will be for crack filling work. There are also quantities for NB transverse joints, and NB transverse shoulder cracks, and NB centerline cracks (not the entire length). This will be for rout and seal work. AND NB right edge line cracks (not the entire length) and NB left shoulder joints (not the entire length). This will be for crack filling work.	2013-04-15 17:04:36
April 16 <sup>th</sup> 2013	356	I see the standard road plans show only TC-402. I think the bridge and rail on this project will not allow enough room to work under that standard. Will lane closures be allowed?	under review	2013-04-15 12:18:01
April 16 <sup>th</sup> 2013	402	The Parcel Inspection sheet says "By copy of this memo we are also requesting an asbestos inspection" Does that mean an asbestos inspection has been done or does it mean te contractor has to do one?	the asbestos inspection and removal are complete for Parcel 10	2013-04-02 18:05:29
April 16 <sup>th</sup> 2013	601	At Williams Blvd over Rt. 30, there are 2 twin overpasses. Wanted to verufy that the painting work is only to be on the eastern most overpass, not both overpasses.	We are only painting the right bridge of the twin overpasses.	2013-04-12 15:58:43
April 16 <sup>th</sup> 2013	601	At C Street over Rt. 30, you show an stimated square footage to be painted of 18,681. I know this is just an estimate, but my site take off shows 28,000 square feet. This is a really big difference and was wondering if you could double check your estimate.	under review	2013-04-15 12:20:32
April 16 <sup>th</sup> 2013	601	At C Street over Rt. 30, you show an estimated square footage to be painted of 18,681. I know this is just an estimate, but my site take off shows 28,000 square feet. This is a really big difference and was wondering if you could double check your estimate.	To the best of our knowledge the square footage is measured correctly.	2013-04-12 15:59:42
April 16 <sup>th</sup> 2013	601	There is no Line number for traffic control on the proposal sheet. Will this be listed as a pay item when we enter our bids on line?	See addendum 16apr601.a01	2013-04-04 16:55:33

April 16 <sup>th</sup> 2013	601	I see traffic control bid item was added in, but was wondering why not on the CMS boards, they are normally a bid item? Please advise	See ADDENDUM.19APR601.A02	2013-04-12 15:57:28
April 16 <sup>th</sup> 2013	601	Similar ? in regards to the 2 twin overpasses. Wanted to verify that the painting work is only to be on the eastern most overpass, not both overpasses	We are only painting the right bridge of the twin overpasses.	2013-04-12 15:53:26
April 16 <sup>th</sup> 2013	601	I request that this project be delayed until drawings can be sent out to the bidders so they can check the square footage estimates that the state provides in the bid documents. The drawings that we received from the DOT are not the drawings for the bridges in this contract.	I would recommend letting this project and not delay the project. I do not have knowledge that the drawings sent out are not of the bridges in this contract.	2013-04-12 15:54:18
April 16 <sup>th</sup> 2013	601	Any plan on making drawings available for these bridges? It would be nice to double check the square footage prior to bidding.	Two days before the letting is not enough time to get As Built Drawings out to all Contractors. The contractor is always encouraged to visit job sites before bidding a project with the DOT.	2013-04-12 16:09:26
April 16 <sup>th</sup> 2013	601	We requested the drawings well in advance of the bid opening. The stack of drawing we received were of the wrong bridges. That is why we are requesting more drawings. I find it hard to believe that the DOT would want contractors climbing on the bridges taking field measurements while active traffic is present.	under review	2013-04-15 12:21:12
April 16 <sup>th</sup> 2013	602	There is no line item for traffic control listed on the proposal. Will this be listed as a pay item when we bid on line?	See ADDENDUM.19APR602.A01	2013-04-10 17:20:58

April 16 <sup>th</sup> 2013	982	<p>I am about to finish the Proposal Schedule of Prices, Question: Line No. 0070 Item Unit 72 culverts? You figure them all up that is 113 pipe projects, is this correct? Explain the last page more to me: I come up with 28 project listed Sta. / 15 project listed MP. Explain these two? How many culverts are we talking about? If there are 113 culverts to replace will take more than a Month Day time hours 9-3 correct that is only 6 hours a day. Can I extend those hours and what about setting up worker signs can I start earlier What about rain delays and you can't work those days? What about the seeding down grass after we are done. Can this project be done later in the summer? Remove and reinstall what if I find the cement aprons are fragile, metal pipe is rusted badly and they brake who at fault? Explain more about what you what us to use to rap the concrete pipe? Can I ask for more time with out being in default? Thanks</p>	<p>The unit of measure for Line No. 0070 is "Linear Feet". There are an estimated 72 linear feet of pipe culvert sections less than or equal to 36 inches in diameter to remove and reinstall. There are a total of 43 culverts listed in tabulation 104-13 on sheet C.2. There are 24 northbound and 19 southbound. Some culverts require work on one end, some require work on both ends, as described on the right side of the tabulation. The information listed in the tabulation was furnished by two different estimators. The culverts that are listed by station are in Johnson County. The culverts that are listed by milepost are in Linn County. Refer to sheet A.1 for stationing and mileposts. Daytime shoulder closures will be permitted only from 9:00 a.m. to 3:00 p.m. Traffic control devices shall not be placed on the shoulder before 9:00 a.m. and shall be removed by 3:00 p.m. Work may occur outside of these hours provided the work can be accomplished without a shoulder closure. In this case "Road Work Ahead" signs and "End Road Work" signs shall be placed at the edge of shoulder. Refer to the Standard Specifications for additional requirements regarding allowable start times and charging of working days. Working days will be charged until seeding is accomplished. Refer to Standard Specifications, Article 1109.16, for situations in which conditions are encountered that prevent the work from being accomplished as proposed. A total of 45 pipe joints shall be wrapped as listed in tabulation 104-13 on sheet C.2. Refer to Standard Road Plan RF-14 for requirements. Refer to Standard Specifications, Article 1108.07, for extensions of contract period. Work on I-380 is often done at night. Night work will be permitted if requested by the contractor.</p>	2013-04-11 16:38:35
April 16 <sup>th</sup> 2013	982	I drove out and look at this project yesterday with the guys plan to work with me. One concern is how much of the drainage ditch work (length) is require for each culvert?	Refer to the Road Standards for these measurements.	2013-04-16 11:24:56
April 16 <sup>th</sup> 2013	982	Other Questions; at who cost if the culverts breaks while moving and replacing the culverts? Because they are old and fragile. Thanks	This will be dealt with on an as needed basis by extra work order.	2013-04-16 11:24:14

April 16 <sup>th</sup> 2013	985	Is there any incidental seeding after grubbing? I didn't see any notes on seeding.	See ADDENDUM.16APR985.A01	2013-04-12 16:02:56
April 16 <sup>th</sup> 2013	985	Can clearing and grubbing on this job, 987 and 988 be completed prior to Nov late start date? Thank you	The days were figured on the amount of work for each job and should be completed in that amount of time.	2013-04-12 16:02:03
April 16 <sup>th</sup> 2013	985	Proposal Guaranty is \$0.00 - what does that mean as far as bonding? Do I have to get a bond before bidding. If we are low bid on the project do I need a performance bond????	You will not need a bid bond. Zero is the correct amount. You will need a performance bond only.	2013-04-02 11:44:28
April 16 <sup>th</sup> 2013	985	do you grub all trees, is disposal on, or off site, or to land fill	Please read section 2101 of the Iowa DOT Standard Specifications. This can be found on the DOT website: <a href="http://www.iowadot.gov/erl/current/GS/Navigation/nav.htm">http://www.iowadot.gov/erl/current/GS/Navigation/nav.htm</a>	2013-04-10 19:09:37
April 16 <sup>th</sup> 2013	985	I downloaded plans for 985/987/988, but don't show up on bidders list?	You downloaded plans from the DOT website. That will not be reflected in the bidders list on BidX.	2013-04-12 16:10:27
April 16 <sup>th</sup> 2013	988	job is listed as clearing grubbing. in notes calls for grubbing 4 stumps, do all the other trees require grubbing ? also disposal, on site or off	Please read section 2101 of the Iowa DOT Standard Specifications. This can be found on the DOT website: <a href="http://www.iowadot.gov/erl/current/GS/Navigation/nav.htm">http://www.iowadot.gov/erl/current/GS/Navigation/nav.htm</a>	2013-04-10 19:08:48
March 19 <sup>th</sup> 2013	002	The proposal has 60 working days to open road to construction traffic and 90 days to complete. Is this just the contractor's construction traffic? If so what is the point of the 60 day vs. 90 day completion.	See addendum 19MAR002.A02	2013-03-15 10:16:00
March 19 <sup>th</sup> 2013	003	I am looking for clarification on witch piers are Fixed, witch piers are Expansion.	Please refer to ADDENDUM.19MAR003.A01	2013-03-07 10:13:12
March 19 <sup>th</sup> 2013	003	Sheet C.3 states that the gas main is getting removed and relocated prior to the bridge removal. With a late start of 4/22/13, i assume this work has been completed or is currently underway and will be completed by 4/22/13?	It was verified with the gas company that they are still tentatively scheduled, pending on the arrival of their supplies, to move the gas main from the bridge and to bore east of the existing bridge at the end of March, 2013.	2013-03-15 10:17:15
March 19 <sup>th</sup> 2013	006	Item 006 does not appear to have concrete for the abutments in the quantity.	Please refer to ADDENDUM.19MAR006.A01	2013-03-07 10:08:54
March 19 <sup>th</sup> 2013	006	Is the pier piling (Item 0100) 10 x 42 or 12 x 53 as shown on the longitudinal section. If 12 x 53 then the bid item for the encasements (Item 0110) would also need changed.	Please refer to ADDENDUM.19MAR006.A01	2013-03-07 10:08:29



March 19 <sup>th</sup> 2013	007	There are swallow nests present on the existing bridge. Who will be responsible for keeping the swallows away prior to the contract late start date of 7-08-13?	Guthrie County will assume responsibility of keeping the swallows away during the active nesting period until a contractor moves in for construction during this period.	2013-03-07 10:10:26
March 19 <sup>th</sup> 2013	007	My apologies; the question I submitted on bid order 17 regarding tree removal was intended for bid order 7. The question remains the same: To comply with the Indiana bat shut down period, if the contractor is on site to cut down trees prior to the contract late start date, will working days be charged?	Please refer to ADDENDUM.19MAR007.A01	2013-03-14 09:17:12
March 19 <sup>th</sup> 2013	008	Would a cast in place culvert be considered or acceptable for this project?	No. Cast In Place will not be acceptable on this project.	2013-02-28 11:29:04
March 19 <sup>th</sup> 2013	009	Would a cast in place culvert be considered or acceptable for this project?	No. Cast In Place will not be acceptable on this project.	2013-02-28 11:31:46
March 19 <sup>th</sup> 2013	014	Please help me understand the location of Design Numbers 2513 and 2913. Sheet 1 shows them being at the US 65/34th Ave SW intersection but there is not dual bridges there. On plan sheet numbers 4 and 19 it appears the location is the dual bridges over Broadway Ave.	Refer to Addendum 19MAR014.A01.	2013-02-26 13:04:36
March 19 <sup>th</sup> 2013	014	On sheet J.1 there is a note allowing one lane to be closed on 34th Ave SW. It doesn't appear any work is being completed on 34th Ave SW with this contract. Is that correct?	Refer to Addendum 19MAR014.A01.	2013-02-26 13:04:20
March 19 <sup>th</sup> 2013	014	I just saw the note stating the repairs for Design 2613 are to the 34th Ave SW bridge over US 65. Sheet one shows the location to be the US 65/I-80 Ramp Bridges.	Refer to Addendum 19MAR014.A01.	2013-02-26 13:04:57

March 19 <sup>th</sup> 2013	014	It is not feasible to complete stage 1 repairs, cure the concrete, perform the water testing, switch traffic, complete stage 2 repairs, cure the concrete, perform water testing and restore traffic in one night. It appears that only single lane, night time closures are allowed. This would mean the partially installed neoprene gland and concrete in cure will be exposed to traffic, unprotected during the day. Please review this. It seems that a lane closure with TBR needs to be used at all locations to protect the work and allow the contractor sufficient time to safely complete the work.	There are 3 projects and 6 design numbers associated with this bid order. More information regarding project number and design number are needed for this question to be answered.	2013-02-26 13:15:18
March 19 <sup>th</sup> 2013	014	This question is to supply more information to the one about staging. Each of the three plans has a J.1 plan sheet. The J.1 plan sheets for all 3 projects, 6 locations are very similar. In summary the stages are to construct half of the bridge in the first stage and the other half in the second stage. The way the work is staged if the contractor does not complete both stages in the same night, there will be uninstalled neoprene gland exposed to traffic the next day. This is typical to all 6 locations. It is not feasible to construct both stages in one night. It would be much more efficient and safer if the contractor was allowed a permanent lane closure with TBR for stage 1 and 2 so that the new concrete at the turn up could have proper cure before being exposed to traffic and when the neoprene gland is installed half at a time, it would always be protected from traffic. Can TBR be added to the contract at all 6 locations to protect the work and provide a safer working condition?	Traffic control may need to be set up a couple of times. One to do the curb repair and to remove the existing gland, and another to place the new gland. The concrete repair does not need to completely cure before it's open to traffic. There is no drop off that would require TBR.	2013-02-27 14:52:34
March 19 <sup>th</sup> 2013	015	Can the option of an HPC-O overlay bid item be added to the contract?	Please refer to ADDENDUM.19MAR015.A01	2013-03-06 11:07:00
March 19 <sup>th</sup> 2013	015	Are the approximate depths of the fiber lines, phone lines and gas line shown on sheet number 5 known?	The contractor will need to check with the utility companies for depths of utilities.	2013-03-05 17:48:21

March 19 <sup>th</sup> 2013	015	On Plans for (627), sheet B.5 it shows areas to be milled 2" and resurfaced 2". After subtracting out for the Bridges and PCC areas I can agree with Bid Item #15 quantities for scarification. But the quantity for the 2" Surface shown on Sheet B.5 should be increased by 1557 ton +- for Item #21 and then also the Binder increase for Item #23. Please review.	Please refer to ADDENDUM.19MAR015.A01	2013-03-06 11:04:56
March 19 <sup>th</sup> 2013	015	This project is showing Cast Rocker Bearings underneath the New Steel Girders. Eagle Iron Works is the only approved manufacturer listed on Materials IM 557 Appendix "B". Eagle Iron Works is no longer in business and the company that has purchased Eagle will no longer produce Cast Bearings. Is their an alternate bearing that the DOT would accept?	Please refer to ADDENDUM.19MAR015.A01	2013-03-06 11:04:10
March 19 <sup>th</sup> 2013	015	What traffic control measures will be needed at sta. 1501+85 and 1514+74 for the removal and instalton of truss footings in the medain?	Please refer to plan sheet C.4, for project IM-235-2(630)4--13-77	2013-03-05 17:51:10
March 19 <sup>th</sup> 2013	015	This project contains cast iron bearing assemblies which are no longer produced by Eagle Iron Works. Does the State of Iowa have another approved vendor for these types of bearing assemblies? No other approved vendors are listed and it does not appear as though any other manufacturers want to manufacture these assemblies.	Please refer to ADDENDUM.19MAR015.A01	2013-03-06 11:00:02
March 19 <sup>th</sup> 2013	015	Should there be a bid item for the removals listed in tabs 110-14 and 110-15?	Please refer to ADDENDUM.19MAR015.A02	2013-03-06 11:23:19
March 19 <sup>th</sup> 2013	015	Please check quantities for structural concrete and epoxy coated resteel. For Truss footings.	Bid the quantities as shown in the plans.	2013-03-15 18:02:51
March 19 <sup>th</sup> 2013	015	Requesting clarification for previous response regarding traffic control at 1501+85 and 1514+74. It appears the only traffic control provided for the removal and reconstrucion of the MEDIAN FOOTING is TC-402 Shoulder closure, or overnight lane closures; that temporary barrier rail and crash cushions are not required or provided for. Is that correct?	The plan is not correct. TBR and possibly other measures will be required, these bid items will be addressed by an Extra Work Order/Change Order.	2013-03-15 18:27:52

March 19 <sup>th</sup> 2013	015	On Plans (627), Sheet B.2, the tab in the lower left corner in re: HMA Shoulder needs to be looked at. Quantity for SY are not adding up to 1437.8 SY as stated on sheet C.2 Item #11.	Please refer ADDENDUM.19MAR015.A03	2013-03-14 09:47:49
March 19 <sup>th</sup> 2013	015	Will TBR be used for the removal and installation of the sign footings in the median? Holes will be open with traffic in close proximity.	The plan is not correct. TBR and possibly other measures will be required, these bid items will be addressed by an Extra Work Order/Change Order.	2013-03-15 18:28:41
March 19 <sup>th</sup> 2013	015	The plans allow the electric lines over pier 2 to be de-energized for 2 one day periods for beam setting operations. The pile driving operation at pier 2 will also require the power lines to be de-energized. Will this be allowed? Structural steel will not be available before the June 1st - August 31st no electric outage period. With only 60 workding days to complete (628) you would not start until you knew the structural steel would be ready; 60 days from sept 1st means finishing at the end of nov/dec, this is not good. Please re-evaluate the 60 working days. Can you eliminate the site 01 and just limit the ramp closure to 60 days? This would allow pier work prior to the june 1st date and beam setting after the aug 31st date.	under review	2013-03-12 10:27:32
March 19 <sup>th</sup> 2013	015	On lighting plan (631) sheet C.1 for the quantities of rigid PVC in bridge rail, will this be installed by Bridge contractor in barrier wall? Or attached to outer wall by electrical contractor?	Regarding Tabulation 108-2 on Sheet C.1, quantities for Rigid PVC related to Bridge Rail are incorrectly marked. Conduit located within the bridge rail should be listed as Rigid Steel. Bridge Rail Conduit is located within the Bridge barrier rail and is to be installed by the Bridge Contractor. Note that the Rigid PVC conduit related to the Roadway Crossing at Station 1502+85 is listed correctly.	2013-03-14 09:17:05
March 19 <sup>th</sup> 2013	015	The temporary shoring item for (628) includes the support of live and dead load uner girder C at Pier 3. In the past these loads are given to the contractor somewhere in the plans. Will you provide the required live and dead shoring loads?	On design sheet 39, dead load 1, dead load 2 and live load reactions are given for interior and exterior beam lines at all piers and abutments. This should be adequate for design.	2013-03-18 09:41:15
March 19 <sup>th</sup> 2013	015	Will a causeway be allowed to access Pier 2 on the (629) project?	Yes, a temporary causeway will be allowed to access Pier 2 provided that it is constructed according to Standard Road Plan RL-16 and General Specification 2547.	2013-03-14 09:25:47

March 19 <sup>th</sup> 2013	015	Please review bridge tab for bid item# 0980 on sheet C.2 for the (628) part of this job. Thanks.	under review	2013-03-15 10:18:14
March 19 <sup>th</sup> 2013	015	For the removal/construction of the sign truss footings in the median it appears concrete barrier rail and pavement will need to be removed and repalced. How is the contractor to be paid for this work?	The plan is not correct. TBR and possibly other measures will be required, these bid items will be addressed by an Extra Work Order/Change Order.	2013-03-15 18:29:26
March 19 <sup>th</sup> 2013	015	The geogrid specification cannot be met. Last month an addendum was put out to rectify the situation. No such addendum has been published.	under review	2013-03-18 17:18:59
March 19 <sup>th</sup> 2013	015	The geogrid problem is with the specfication. Ultimate tensile strength is at failure while 2% strain is the tensile strength while grid is pulled at 2%. Ultimate 2000 pound tensile strength can be met with a BX geogrid punched and drawn. To get 2000 lbs at 2% machine direction a polyester woven coated geogrid must be used which will not meet any of the other requirements of 4196.	under review	2013-03-19 08:49:45
March 19 <sup>th</sup> 2013	016	Would a precast RCB be considered or acceptable for this project?	Please refer to the project plan set, sheet 4 of 11.	2013-02-27 14:44:00
March 19 <sup>th</sup> 2013	016	Do the Precast End Sections have to be flared ends or can they be straight ends?	Please refer to ADDENDUM.19MAR016.A01	2013-03-12 11:30:33
March 19 <sup>th</sup> 2013	017	To comply with the Indiana bat shut down period, if the contractor is on site to cut down trees prior to the contract late start date, will working days be charged?	There are no items for clearing and grubbing associated to this project.	2013-03-07 10:12:33
March 19 <sup>th</sup> 2013	018	Are the piles of debris sitting at the SE corner of the bridge to be removed as part of the clearing and grubbing? Or are they to be left in place to be removed by the city or others?	The cross sections indicate finished groundline. Cut material is included in "Excavation, Class 10, Roadway and Borrow" and may be incorporated into the roadway fills as allowed by Specifications and Standard Road Plans EW101 and RL-1B.	2013-03-18 13:45:40
March 19 <sup>th</sup> 2013	018	The plans show a utility line running under neath the location of the new north pier and abutment. Will this utility line be moved prior to the start of construction?	The utility in question is aware of the conflict and will make every effort to relocate prior to construction.	2013-03-18 13:46:11
March 19 <sup>th</sup> 2013	019	Would a precast RCB be considered or acceptable for this project?	A precast alternate was NOT specified for this project. We do NOT intend to submit a request for addendum to allow precast.	2013-03-13 09:44:40

March 19 <sup>th</sup> 2013	020	On painting notes on Plan Sheet C.03 it refers to the "Zinc Silicate Paint System shall be applied" which is a 2-coat system... then the next sentence it refers to "Primer Coat, Intermediate Coat, and Finish Coat" shall be applied" There isn't an intermediate coat in the "Zinc-Silicate" system. Which system should we base our quote on?	Refer to Addendum 19MAR020.A01.	2013-03-15 17:12:31
March 19 <sup>th</sup> 2013	101	Can the quantity for the virgin granular shoulder item 20 be checked--the pavement is 8"--the bottom 4" of the shoulder next to the pavement is to be built out of trimmings from subgrade--this leaves a theoretical 4" requirement for the new--it looks like the present quantity would cover a full 8" of new aggregate--thanks	On sheet B.01 we showed on the existing(left cross section) virtually no rock shoulder which is what is there now. We were figuring that most of the aggregate trimmings were going to be used to build an aggregate shoulder subbase, Item # 8, for the shoulders, then place and additional 8" new aggregate shoulder. Depending on the grade conditions and how much we trim, will determine Item # 2 quantity. With the grade only being 2 years old and having only an existing dirt shoulder, we would leave Item # 2 as on the plan.	2013-03-12 11:35:18
March 19 <sup>th</sup> 2013	102	Could you please double check the quantities on item 8 PCC Shoulder 7" and item 98 Pcc Pavement 7"	The designer has reviewed the quantity for Item 8, Paved Shoulder, PC Concrete, 7" and the 31,129 s.y. is accurate. Please note the following: Tabulation 100-24 lists some quantities of 7 inch PCC. This tabulation was included in the plans to identify those locations where hand placement of concrete would likely be necessary. The quantities listed in this tabulation have been accounted for in other tabulations. The quantity of 2,373.000 SY on proposal line No. 0980 for the 7" PCC pavement has been verified and is correct.	2013-03-05 17:50:09
March 19 <sup>th</sup> 2013	102	Will a Bt-1 Modified joint with number 4 bar x 36" bent be allowed in the shoulder?	Refer to Addendum 19MAR102.A04.	2013-03-05 17:54:39

March 19 <sup>th</sup> 2013	102	Based on the current contract letting / award procedures, please review the specified start date of April 22. This combined with a requirement to turn in a profile of existing pavement "a minimum of 10 days prior to beginning pavement removal" is not realistic. The contractor will likely not have an executed contract until the week of April 15 and will not be able to get a surveyor on the project until the contractual requirement is complete. The contract will be counting calendar days while nothing critical can be done while waiting for existing profile survey and review. Please consider beginning the calendar days several weeks later than April 22. Thank You.	Refer to Addendum 19MAR102.A05.	2013-03-06 11:24:15
March 19 <sup>th</sup> 2013	102	Page C.17 (108-22) Note , "Permanent pavement markings shall be placed a minimum of 90 days after final concrete placement". Since calendar days run out on November 21st this implies all paving would have to be complete by mid August, that won't happen. As it has become very common to bid considerable penalty into recent contracts, is this the intent? Or will you consider reviewing this requirement?	Refer to Addendum 19MAR102.A04.	2013-03-05 17:54:00
March 19 <sup>th</sup> 2013	102	Please consider adding DS-12027 for non-destructive thickness testing to this project. Thank you.	Refer to Addendum 19MAR102.A07.	2013-03-14 14:19:02
March 19 <sup>th</sup> 2013	102	The non-destructive testing question was about Item 1000. The East Eldora Road project only has 2,373 square yards so drilling ten holes seems to be overkill.	Refer to Addendum 19MAR102.A07.	2013-03-14 14:16:51
March 19 <sup>th</sup> 2013	102	There are notes that the existing subdrain must be left in place and protected. Does this apply to the outlets as well? The paving contractor is going to have to have a haul road someplace. If outlets are damaged in the haul road will the contractor have to replace them at their own expense?	This requirement also applies to the subdrain outlets. If the existing outlets are damaged they will need to be repaired at contractor expense.	2013-03-12 11:33:03



March 19 <sup>th</sup> 2013	102	Item 39, subdrain outlets have notes specifying that class A will not be used and that topsoil will be placed over them, first of all is this correct? We could save the state some money and just leave the outlets off the contract as they will most likely be non functional sooner rather than later. But, if that is what you desire could the quantity at least be measured with the topsoil and seeding items? Incidental items are a mess for everyone and there are contract items that cover this scope of work is there any reason these areas cannot be included?	Refer to Addendum 19MAR102.A07.	2013-03-14 14:19:52
March 19 <sup>th</sup> 2013	102	Addendum A01 added Site 5 to this contract. Site 5 constructs the project from Sta 769+00 to Sta 838+97 (E.O.P.). 35 calendar days have been assigned to complete the work in this area. The entire Site 5 includes almost 30,000 SY of concrete paving and all the removal, grading, base work, subdrain, and shouldering that goes with it. The north 1000 feet requires traffic control to be set-up and detour pavement placed. Then traffic is moved again and each lane is built one-width. Besides the efficiencies of building this one-width you also have three separate sets of cure time issues. The Rancho Road crossover must also be maintained. This again contributes to inefficiencies and additional cure time issues. Then you throw in three traffic switches, subdrain and shouldering and the assigned 35 calendar days are woefully short to build all this work. Also, despite last year's drought it is a pretty good bet that it will rain during this calendar day period. Based on these facts, we request that you reexamine this assigned contract period.	Refer to Addendum 19MAR102.A01 and Addendum 19MAR102.A05. No other changes are anticipated.	2013-03-14 17:09:59
March 19 <sup>th</sup> 2013	102	In asking for extra days for Site 5 construction it wasn't noted that concrete shoulders also have to built in this area. So besides all the rock work to get the shoulders ready and the pouring time required, you also have additional cure time restraints. Another valid reason to add additional calendar days.	Refer to Addendum 19MAR102.A01 and Addendum 19MAR102.A05. No other changes are anticipated.	2013-03-14 17:11:01
March 19 <sup>th</sup> 2013	102	Will the IDOT give the contractor permission to change the construction staging detailed on J.1 if the described traffic movements are maintained?	under review	2013-03-08 10:20:03

March 19 <sup>th</sup> 2013	102	lease reevaluate the calendar days assigned to Site 4. I don't know how calendar days are being determined but the time assigned to complete this two stage site is absurd. The quantities aren't large but look at all the different crafts that have to perform and the small area they have to work in. Also the paving in Stage 1 is very time consuming and will require a lot of cure time. By the time you remove the pavement, dig in the sewer and intakes, grade the road, rock the road, pave the road, put in subdrain, build intake tops, build sidewalk and drives and median cap, shoulder the project, place revetment, paint the project, seed the project, there just are not enough days allowed. Don't forget also that you have to do this twice. Also, it might rain. We have always thought that the IDOT doesn't want a contractor to be forced to bid penalty in a job to meet the assigned days. Unfortunately, the February Highway 63 project and this Highway 63 project seem to point to a change in the IDOT's approach to contract periods. Is this true?	Refer to Addendum 19MAR102.A01 and Addendum 19MAR102.A05. No other changes are anticipated.	2013-03-14 17:11:41
March 19 <sup>th</sup> 2013	102	Addendum # 4 deletes items 06080 0690 (grooves cut for pavement markings). What about items 1260 1270 (grooves cut for pavement marking). These two items are in a 28 day site that wont be built in 28 dyas already, should we put \$1,800.00 / day penalty in these items for the 90 day minimum wait after concrete placement plus the days required to perform the scope of work?	Refer to Addendum 19MAR102.A09.	2013-03-18 17:13:31
March 19 <sup>th</sup> 2013	102	Please clarify the exact intention of Sites 2, 3, and 4. If cross traffic is reestablished without future lane restrictions does that meet the expectation of the of the calendar closures? Otherwise, does all the work within the site have to be completed or just enough to properly reestablish cross traffic?	These sites are to complete all the work in stages 3a(site 2), 3b(site 3) and 3c(site 4) as shown on plan sheet J.1. All work that impacts traffic/closes lanes shall be completed. ADDITIONAL ANSWER:For sites 2 and 3 the intent is to perform all work to reestablish cross traffic without future lane restrictions. For site 4, the intent is to perform work to reestablish cross traffic and entrance access without future lane closure or entrance closures.	2013-03-18 13:49:10
March 19 <sup>th</sup> 2013	102	Are the turn lanes and bump outs on the L sheets part of bid item# 0140? If so, have the square yards been accounted for? The square yard column on sheet B.2 doesn't make sense. Thanks.	The turn lanes and bump outs are included in the 9.5 inch PCC pavement per Addendum 19MAR102.A08.	2013-03-18 13:43:50

March 19 <sup>th</sup> 2013	102	Line No. 0770 Is watering required for the special ditch control?	Refer to Addendum 19MAR102.A07.	2013-03-14 14:21:10
March 19 <sup>th</sup> 2013	102	What is the depth of the subdrain on the East Eldora Road project?	Refer to Addendum 19MAR102.A07.	2013-03-14 14:18:05
March 19 <sup>th</sup> 2013	102	Are there as built drawings for the truss footings to be removed?	Yes, call the Office of Contracts at 515-239-1414.	2013-03-13 16:19:07
March 19 <sup>th</sup> 2013	102	It appears the mainline pavement area of 3,893 SY from Sta. 553+866 to 560+89 as shown on the table of design quantities (sheet B.2) may not correct. Will you please verify the quantity for item #14: 9.5" PCC Pavement?	The Quantities shown are correct.	2013-03-13 16:26:08
March 19 <sup>th</sup> 2013	102	According to typical MC-2 thru MC-5 and tabulation 100-24, all turn lanes, pavement other than the 28' wide mainline thru intersections the crossover is considered 7" PCC Paved Shoulder. The notes in the typical sections indicate longitudinal jointing for PCC shoulders to be BT-1 or BT-3; the 'L' sheets show KT-2. Also, the typical sections indicate transverse shoulder joints to be C whereas the 'L' sheets show CD thru intersections where a joint length is greater than 4 ft. Which is correct?	Refer to Addendum 19MAR102.A08.	2013-03-14 17:05:49
March 19 <sup>th</sup> 2013	102	Items 76 Seeding Fert Rural and Item 78 Stabilization Crop Seeding both have a note, "Watering need for this is considered incidental to the bid item". There is no spec for watering of either of these items, so some clarification is needed for what the expectation is. Generally neither of these items are watered. Sod, Special Ditch Control ect are watered and when a large area is watered there is a separate item for the watering. Please review and clarify.	Refer to Addendum 19MAR102.A07.	2013-03-14 14:22:12
March 19 <sup>th</sup> 2013	102	The table of design quantities (sheet B.2) in the column for sta. 553+866 to 560+89 shows a quantity of 3,893 sy. Within this 702.4 LF, the pavement widens from 28 ft. to 44 ft. If the 3,893 sy is correct, the pavement must widen to a width greater than 44 ft. Will you please provide additional 'L' sheets or something more specific detailing this area?	Refer to Addendum 19MAR102.A08.	2013-03-14 17:04:53

March 19 <sup>th</sup> 2013	102	I see grooving was deleted leaving waterborne paint and a small amount of durable and grooving at the intersection of East Eldora Road and HWY 63. Why would there not be one or the other (Waterborne or durable paint)?	Refer to Addendum 19MAR102.A09.	2013-03-18 17:12:24
March 19 <sup>th</sup> 2013	102	ON PROJECT NO. CS-3577(605)--84-07 THERE IS NOT A LINE ITEM FOR CONSTRUCTION SURVEY. SHOULD THE CONSTRUCTION TO BE A BID ITEM.	The construction survey item will not be added to Project No. CS-3577(605)--84-07.	2013-03-18 17:16:48
March 19 <sup>th</sup> 2013	103	Would you accept an alternate to the line stops to install the gate valves by using an inserta-valve to replace the gate valves that will be installed after the line stop is put into place?	The City of Boone has reservations from past issues with using the inserta-valve. The preference is that the linestops be installed as indicated by the plans.	2013-03-14 11:57:22
March 19 <sup>th</sup> 2013	104	Could as built drawings be supplied for the intersections that get traffic signal work on them. Need info on the conduit,wire,and handholes at the intersections. Snow is kind of deep to investigate this now.	Please contact the Office of Contracts at 515 239-1414 to inquire about the as-builts.	2013-03-12 11:27:55
March 19 <sup>th</sup> 2013	105	The Project control Plan on the Sheet A.01 notes that thru traffic will be maintained during construction. Is this 2 way traffic, one way traffic, alternating traffic? is the intent to pave this project 1/2 width? please provide the intent of the traffic control plan.	Refer to Addendum 19MAR105.A01.	2013-03-14 10:11:08
March 19 <sup>th</sup> 2013	107	Please make the electronic files (including the ACAD files for grading) available for download. I would assume Kirkham Michael has these in .dwg format.	Electronic files for this project are now available for download from the Contract's Current Letting Web Page.	2013-02-27 14:50:37
March 19 <sup>th</sup> 2013	107	Can more details of the bridge drainage system be provided or is this supposed to be designed by the contractor? Can connection details of the carrier pipes to the bridge drains be provided? Can connections of the carrier pipe to the structure be provided?	Due to the proprietary nature of the connection details, the contractor is to submit the specifics of the proposed drain system for approval per the terms of, and subject to the guidelines stated in the special provision.	2013-03-01 15:14:10
March 19 <sup>th</sup> 2013	107	The pole foundations for the traffic signal and light poles are noted as needing sonotube to prevent cave ins. As the sub grade is sand and steel tubes with drill rig will have to be used will any allowance be given for this?	Contractor shall anticipate poor soil conditions; no additional payment shall be made.	2013-03-01 15:13:07
March 19 <sup>th</sup> 2013	107	Traffic Signals pp.N.01 item 19 #6 detector cable. what is this? Also TS special provisions TYPO on 3" conduit mounted. should be 1" ???	Refer to Addendum 19MAR107.A02.	2013-03-01 19:33:47

March 19 <sup>th</sup> 2013	107	Is there any specifications for the 336S cabinet?	Page 15 of Special Provision for Traffic Signalization, Section 4.1 details cabinet requirements. The 336S is taller than the standard 336 cabinet. The S stands for "Stretch".	2013-03-01 15:15:26
March 19 <sup>th</sup> 2013	107	In addition to the previously provided .xml files, can the contracting authority provide linework i.e. curb lines, centerline, trail, etc. Is the proposed surface currently at subgrade?	Additional electronic files for this project are now available for download from the Contract's Current Letting Web Page. The additional files contain base linework for items requested. This file is a ACAD 2007 format converted from Microstation. The previously submitted file "prop-surface-topofdirty-408.xml" is the top of subgrade throughout the project.	2013-03-05 17:53:10
March 19 <sup>th</sup> 2013	107	Bid Items 129 130. Do unit prices need to be submitted with the bid per the last sentence in Estimate Reference Information line 129/130 Sheet C.05?	A complete and responsive bid for these two items only needs to have the Lump sum amount. Award of the contract will be based on the items and units as shown on the bidding proposal. The breakdown of these items as listed in the special provision will be provided to the Contracting Authority after award of the project.	2013-03-05 17:49:20
March 19 <sup>th</sup> 2013	107	Bid Item 129, Sheet P.12, Roadway Elec. Estimated Quantities line 16. What is micro tunneling? Please provide location for micro tunneling, unable to locate on plan.	The micro-tunneling called out on Sheet P.12 is to reference the directional-bore the two electrical conduits in the median shown on sheet P.05 under the existing railroad. These conduits will be placed in the 15" Casing Pipe in item #116.	2013-03-06 11:26:10
March 19 <sup>th</sup> 2013	107	A. Please provide a source for BNSF Railroad requirements for steel casings as required for bid items 116 and 119. B. What size steel casing is required for bid item No. 119?	Refer to Addendum 19MAR107.A03. Contractor shall use 15" casing pipe per item #116 for bid item #119. Mid-American Energy wishes to install an additional 6" conduit alongside previously shown 4" conduit along SE 15th Street. These quantities will be addressed by addendum #3. BNSF requirements may be found at the following location: <a href="http://www.bnsf.com/communities/faqs/pdf/utility.pdf">http://www.bnsf.com/communities/faqs/pdf/utility.pdf</a>	2013-03-06 12:36:58
March 19 <sup>th</sup> 2013	107	Bid item 78 Traffic Signals. The Traffic Signal Quantities, Sheet N.01 indicates 70 LF of 5c Signal cable. The project will require at least 900 feet of 5c cable and 600 LF of 7c cable(most in the poles and mast arms - see general note 6). Listing only 70 LF of 5c and no 7c seems to be an error.	Refer to Addendum 19MAR107.A04.	2013-03-14 14:45:30

March 19 <sup>th</sup> 2013	107	Will the Owner provide survey layout for the sidewalk details shown on Sheets S.01 through S.19?	Contracting Authority will not provide general sidewalk staking per note KM27 on Sheet C.07. Staking will only be provided at critical locations where required by sidewalk tab on sheets S.13-S.19, see column "staking required on this quadrant?"	2013-03-06 11:25:20
March 19 <sup>th</sup> 2013	107	The File name of the XML is prop surf topof dirt. Is this also top of paving, or is it top of subgrade under paving.	The file is the grading surface only. Pavement and granular subbase will be placed on top of this surface.	2013-03-06 11:21:58
March 19 <sup>th</sup> 2013	107	Which design standard was used to calculate the granular backfill quantity?	Granular backfill shall be used for all backfilling of all pipe cross-runs beneath streets in lieu of soil backfill. Granular material shall be used as Primary, Secondary, and Final Trench backfill per Std. Road Plan SW-101 for all cross-runs. Quantities for each pipe are shown on sheets M.19 and M.20.	2013-03-14 14:23:42
March 19 <sup>th</sup> 2013	107	On Sheet P.09 the drawing of the lighting control cabinet indicates two meter sockets in one pedestal. The line diagram on sheet P.07 indicates two meter sockets and two 100 amp main breakers. Please confirm the number of meter sockets and number of and size of main breakers. Written specifications, section F.2.01 and line "E" call out for a 200 amp main breaker.	Refer to Addendum 19MAR107.A04.	2013-03-14 14:37:00
March 19 <sup>th</sup> 2013	107	On Sheets P.07 and P.09 I do not see any surge suppressors listed. These are normally required for Road Plan RM36. Are two surge suppressors required in this control cabinet?	Refer to Addendum 19MAR107.A04.	2013-03-14 14:40:05
March 19 <sup>th</sup> 2013	107	Plan page P.07 calls out for eight 4 pole 30 amp lighting contactors. Plan page P.12 calls out for two 6 pole lighting contactors. Please confirm which is correct.	Refer to Addendum 19MAR107.A04.	2013-03-14 14:41:11
March 19 <sup>th</sup> 2013	107	Traffic Signal Quantities Sheet No.01, line 50 call for a PTZ camera. I did not find a specification in the traffic signal special provision for a PTZ camera.	Refer to Addendum 19MAR107.A04.	2013-03-14 14:42:12
March 19 <sup>th</sup> 2013	107	Estimated Quantities Sheet P.12, Item 2 requires 30" deep Tier 15 pullboxes. Special Provision for Electric calls for 18" deep boxes, and the Part No. PG2436HH00 is for a Tier 22 cover. Which box do they want?	Refer to Addendum 19MAR107.A04.	2013-03-14 14:35:57



March 19 <sup>th</sup> 2013	107	It is hard to know what to bid for the Bridge Deck Drainage System. How do you want it to connect to the drains? Can we use the old hangers or can we drill into the deck piers. Is the underground pipe the 8" D.I.P. pipe to the Storm Sewer in this also?? Tell us what to Bid.	The Bridge Deck Drain Collection System will primarily consist of a fiberglass reinforced plastic pipe system. Examples of system manufacturers include, but are not limited to: Conley Corporation, United Fiberglass of America, Inc., and ACO Polymer Products, Inc. The connections to the existing drains will be tightly fitted to the existing rectangular drain tubes as to prevent the intrusion of debris or wildlife, and will be supported by a combination of the rigidity of the system piping and anchorage to the deck or pier concrete. Locations and depths for drilling anchors shall be submitted for approval. The 8" DIP is to be considered part of the Collection System bid item.	2013-03-14 14:34:28
March 19 <sup>th</sup> 2013	107	is the qty for bid item 139 /banding correct.	Refer to Addendum 19MAR107.A04.	2013-03-14 14:51:57
March 19 <sup>th</sup> 2013	107	Is the intent of the granular backfill item to provide granular backfill from the top of pipe bedding to the bottom of the modified subbase?	Yes, on all pipes where granular backfill is called out on the tabs on sheets M.19 and M.20.	2013-03-14 14:25:01
March 19 <sup>th</sup> 2013	107	The Banding Quantity (Item 1390) Does not match our Take-Off Quantity. Does the Banding Include the Mow Strip in these areas? or is the Banding supposed to be measured by the SF or LF rather than SY??	Refer to Addendum 19MAR107.A04.	2013-03-14 14:53:47
March 19 <sup>th</sup> 2013	107	item no 139 appears to be the wrong qty can you verify the qty	Refer to Addendum 19MAR107.A04.	2013-03-14 14:54:21
March 19 <sup>th</sup> 2013	107	On Sheet K.14 there is a 6" Median shown per detail on B.03. There is no item for doweled median in the proposal. How many SY of median is on this project and under what item are we to bid it under?	Refer to Addendum 19MAR107.A04.	2013-03-14 14:50:22
March 19 <sup>th</sup> 2013	107	Raccoon Street is listed as 8" paving on sheet B.02 but shown as 6" paving on sheet K.11. Which thickness is correct and if the thickness is 6" will CD baskets be required as shown on K.11?	Raccoon Street was quantified, and shall be constructed as 6" PCC. Note on B.02 is incorrect. Raccoon Street shall require 3/4" dowel CD baskets as shown.	2013-03-15 10:11:51
March 19 <sup>th</sup> 2013	107	Bid items #0520 - #0560 Sanitary DIP - Will the ductile iron pipe need to have Protecto 401 coating? Or will Cement lining be acceptable?	Cement-mortar lining is acceptable.	2013-03-15 09:17:49



March 19 <sup>th</sup> 2013	107	I am writing to request approval for the pavers on this project. I'd like to request approval for Interlock HOlland and Interlock Holland Eco. Please see website for further details <a href="http://www.interlock-concrete.com/">http://www.interlock-concrete.com/</a> or please contact me at (507) 424-4696. Thank you!	under review	2013-03-15 10:51:18
March 19 <sup>th</sup> 2013	107	The estimate reference notes on Item #1000, Subsurface Rubble Removal, states that any landfill tipping fees will be paid directly by the City. Please confirm that on Item #1320, Surface Rubble Removal, that any landfill tipping fees for this work will also be paid by the City.	Tipping Fees cannot be quantified for Subsurface Rubble Removal (Item 1000); hence, the Estimate of Reference Note. Tipping Fees can be quantified by the Contractor for Surface Rubble Removal (Item 132); therefore, shall be included into the Lump Sum bid item cost. Tipping Fees will not be paid by the City for Item 132.	2013-03-15 14:49:33
March 19 <sup>th</sup> 2013	108	Please review table 100-24 on page C.10. I don't believe the quantities from tables MED-2 and MED-3 are totally included in table 100-24, especially the western 12' lane (SBL) and the 10' specially shaped pour. The eastern 12' lane (NBL) seems to be included in table 100-24. I believe the quantity of 11.5" paving needs to be increased by 12,000+ SY. Thanks.	Please refer to ADDENDUM.19MAR108.A02	2013-03-07 10:00:40
March 19 <sup>th</sup> 2013	108	The north bound inlay pour, illustrated on page J.18, shows a 1' pad line. Is this expected to be a hand pour for 1081' of main line pavement?	Hand pour not expected. Due to width restriction, only 1' pad line can be given. UPDATED ANSWER: Hand pour not expected. Please refer to ADDENDUM.19MAR108.A03	2013-03-14 09:04:02
March 19 <sup>th</sup> 2013	108	Regarding the inlay in stage 1E and 2A, with no pad line or haul road, can the granular subbase specified be changed to modified or special in these areas?	Please refer to ADDENDUM.19MAR108.A05	2013-03-18 15:10:30
March 19 <sup>th</sup> 2013	108	Please confirm the total number of vertical sand drains required for this project. Q.18 states 550 drains and C.4 states 374 each in the est ref.	550 is correct. Please refer to ADDENDUM.19MAR108.A02	2013-03-07 09:58:36

March 19 <sup>th</sup> 2013	108	Can we get some clarification on what is actually to be paved in the N.B. lanes in stage 1D? The typicals Pave 2, Pave 3, and Pave 4 on page B.2 along with MED-2 and MED-3 on page B.3 are difficult to reconcile with sheets J.13-J.15. For example, Pave 3 indicates no 'W' width while the J sheets show 24' wide pavement continuing from Pave 2. Is the crown correction lane indicated on Pave 3 to be built in stage 1D? The J sheets also show paving the N.B. median to the center line of the median from 1294+96 - 1345+30. Are we to place a K-joint in the middle of the 10' specially shaped median? No joint detail shows this. It would be helpful if you could provide a joint detail from 1252+40 - 1345+30 along with a better illustration of the paving required in stage 1D.	Stage 1D paving for NB lanes: Inside shoulder and one adjacent lane, temporary pavement from Sta. 1259+96 to Sta. 1345+30, and median paving from Sta. 1294+96 to 1345+30. The 10' of median paving between the 'E' joints should be constructed all at once to prevent the need for additional joints. Crown Correction in stage 1E. Please refer to ADDENDUM.19MAR108.A02	2013-03-07 09:59:59
March 19 <sup>th</sup> 2013	108	The estimate reference note for item 0810 (Removal of Existing Structures) says to see tabulation 110-2. I can't seem to find this tab.	See sheet C.7.	2013-03-14 10:33:21
March 19 <sup>th</sup> 2013	108	Tabulation 104-5C lists 19,636 cy of select and 11,300 cy of Class 10 to backfill core-outs. The select material doesn't seem to be included in the quantity for the Select Backfill bid item. Does the Select Backfill quantity need to be increased for this? We have not finished our take-off of the Class 10 to see if the 11,300 cy is included, but if it is not, the Class 10 would need to increase also.	Please refer to ADDENDUM.19MAR108.A02	2013-03-07 09:57:46
March 19 <sup>th</sup> 2013	108	Disregard the question about not finding the tabulation for Removal of Existing Structures. I found tab 110-2 on sheet C.7.	Ok.	2013-03-14 10:33:53
March 19 <sup>th</sup> 2013	108	Is the N.B. ramp to E.B. Hwy 5 to be closed during stage 1E?	No. The ramp remains open per TC-420, and overnight closures are permitted per Traffic Control Plan on Sheet J.1.	2013-03-07 10:07:31
March 19 <sup>th</sup> 2013	108	Will the contracting authority provide the T sheets in excel format as it has on previous projects?	All available electronic files are included with the plan download found at: <a href="http://www.iowadot.gov/contracts/biddocuments/march2013.html">http://www.iowadot.gov/contracts/biddocuments/march2013.html</a>	2013-03-14 10:36:29

March 19 <sup>th</sup> 2013	108	What is the traffic control plan for the ramp B D connections in stage 2A? Sheet J.24 doesn't show any traffic shift or TBR that will allow for construction of the tapers or the 10' wide sections.	Please refer to ADDENDUM.19MAR108.A05	2013-03-18 15:13:33
March 19 <sup>th</sup> 2013	108	How is west bound Ia 5 traffic to merge with south bound I-35 traffic in stage 2A? J.25 and J.26 do not address this issue.	Please refer to ADDENDUM.19MAR108.A05	2013-03-18 15:11:18
March 19 <sup>th</sup> 2013	108	Are the turning lanes and ramp radii at G-14 intersection 11.5 inches PCC?	Yes.	2013-03-07 10:06:29
March 19 <sup>th</sup> 2013	108	Will the contracting authority make available T sheets in excel format?	All available electronic files are included with the plan download found at: <a href="http://www.iowadot.gov/contracts/biddocuments/march2013.html">http://www.iowadot.gov/contracts/biddocuments/march2013.html</a>	2013-03-07 10:03:39
March 19 <sup>th</sup> 2013	108	Looking for a spec on the 36" and 42" 4000D pipe?	Standard Specification Section 2416.	2013-03-07 10:09:45
March 19 <sup>th</sup> 2013	108	Is it possible to get a detailed view of the traffic, TBR position, and pavement width for stage 2B similiar to what you provided in the mainline staging sheets? Detour paving width of 6' on the north side of G-14 doesn't appear to leave enough room for two lanes of traffic and TBR placement if we're to pave 12'wide at these tie in locations.	Please refer to ADDENDUM.19MAR108.A03	2013-03-14 09:04:42
March 19 <sup>th</sup> 2013	108	For the PCC alternate on the paved shoulders, a BT-3 longitudinal joint is specified. Can a KT-2 joint be substituted?	Please refer to ADDENDUM.19MAR108.A03	2013-03-14 10:26:27
March 19 <sup>th</sup> 2013	108	Should 3i stone be specified for the 11.5 inch item?	Please refer to ADDENDUM.19MAR108.A02	2013-03-07 09:57:01
March 19 <sup>th</sup> 2013	108	Appears topsoil qty of 16,742 CY is included in figuring borrow amount. 276205(total fill with shrink) - 253,257 (Adj CL 10 total) = 22,948 CY Borrow not 6239 CY?	Please refer to ADDENDUM.19MAR108.A03	2013-03-14 09:00:57
March 19 <sup>th</sup> 2013	108	Is smoothness spec 2317 (zero band) to apply to county road G-14 paving?	Due to the discrepancy in the current specification, smoothness for county road G-14 may be evaluated using either Section 2317 or Section 2316.	2013-03-07 10:02:28
March 19 <sup>th</sup> 2013	108	The form grades for the intakes in the median appear to be 3.67' higher than the profile grades for the paving.	Please refer to ADDENDUM.19MAR108.A03	2013-03-15 14:35:59

March 19 <sup>th</sup> 2013	108	I don't see any bid items for the trenchless roadway pipe. Several runs of roadway pipe in tab 104-3 have trenchless portions, yet there are no bid items for trenchless construction. What am I missing?	Please refer to ADDENDUM.19MAR108.A03	2013-03-14 09:00:31
March 19 <sup>th</sup> 2013	108	For item 71, paved shoulders, 7", CD transverse joints are specified. Is this correct?	Shoulder transverse joints are specified on Typical 1RP_PP as C at 20'. CD transverse joints at 20' are specified for ramp pavement.	2013-03-14 09:10:01
March 19 <sup>th</sup> 2013	108	Do the ramps at IA 5 have pcc shoulders?	Existing ramp shoulders are PCC.	2013-03-15 10:08:13
March 19 <sup>th</sup> 2013	108	The 34' median pavement detailed on page B.3 indicate 'C' joints at 20' spacing. Is this correct? Previous construction to the north required CD joints.	Please refer to ADDENDUM.19MAR108.A04	2013-03-15 11:04:56
March 19 <sup>th</sup> 2013	108	Would you consider adding DS-12027 for non-destructive pavement thickness determination ? Thanks	DS-12027 will not be added to this contract.	2013-03-14 10:34:50
March 19 <sup>th</sup> 2013	108	Typical 2205 on page B.6 indicate the turning lanes on G-14 to be 9". Has this been changed to 11.5"?	No.	2013-03-14 10:32:06
March 19 <sup>th</sup> 2013	108	Will you be putting out a pdf of the changes made in Addendum #2 to go along with the EBS amendment (hopefully with new electronic files, new T-sheets and a new estimate reference note describing how the Class 10 quantity was calculated)?	There was a delay in posting the addendum pdf on bidx due to internet problems, it is now posted. The electronic files provided are a snap shot at the time of plan submittal. No updated electronic files based upon changes made by addendum will be submitted. If new T sheets are available they would have been included in the addendum. The same is true for the reference note.	2013-03-08 11:07:52
March 19 <sup>th</sup> 2013	108	The bridge job (276) for the structure over I-35 at the Cumming interchange has a tab for the bridge approach paving on sheet C.1. The calculation for the incidental modified subbase for the approaches looks to be too low; can the calculation be checked please? Thanks	Please refer to ADDENDUM.19MAR108.A04	2013-03-15 11:03:53
March 19 <sup>th</sup> 2013	108	Tab 100-24 on sheet C.10 of the grade/pave plans has the modified subbase detailed--please check the calculation--appears it was tabbed in square yards and then not converted to cubic yards when placed in the proposal--should be around 6700 cubic yards? Thanks	Please refer to ADDENDUM.19MAR108.A05	2013-03-18 09:43:55

March 19 <sup>th</sup> 2013	108	The 2nd question asked, and now answered, relating to this job involves a piece of inlay detailed on J.18 in the NB lane with only a 1' padline--since no machine will technically "slip a form" in this area as it is an inlay, can we be allowed to pave it with something other than a conventional paving machine ?---we do not own any equipment, that would be considered a paver, that can pave with this narrow a padline without some major expense in modification.	Please refer to ADDENDUM.19MAR108.A03	2013-03-14 10:16:34
March 19 <sup>th</sup> 2013	108	Can you please furnish a mile marker "x" = station "y" equation to help with the removal tabs ?--thanks	Please refer to ADDENDUM.19MAR108.A04	2013-03-15 11:06:49
March 19 <sup>th</sup> 2013	108	Is there any information detailing type and depth(s) for the existing pavement on Warren County road G14? Thanks	Please refer to ADDENDUM.19MAR108.A04	2013-03-15 11:05:51
March 19 <sup>th</sup> 2013	108	Will the removal of paving for the shoulder strengthening be shoulder material only (so that the sawcutting is just the depth of the existing shoulder) or will any portion of the existing lane be required to be removed?	Only existing shoulder will be removed.	2013-03-15 10:06:30
March 19 <sup>th</sup> 2013	108	Sheet T.15 has earthwork quantities for side road SR15 for stations 1524+75 to 1534+75. The stationing for SR15 range from 152159+18 to 152199+75. There are quantities for the correct station range shown on sheets T.24 through T.27. Are the quantities on sheet T.15 for some other area?	Stationing shown on T.15 reflects existing roadbed to be obliterated.	2013-03-15 10:04:29
March 19 <sup>th</sup> 2013	108	Is the modified subbase and porous backfill shown on MED-2 incidental to the storm sewer? The quantity of porous backfill shown on tab 104-9 is not enough for the typical.	Porous backfill is included in the price bid for storm sewer, refer to section 2503. Modified subbase for this work was not included and shall be handled by extra work order.	2013-03-18 09:50:18
March 19 <sup>th</sup> 2013	108	Is the excavation for the storm sewer envelope shown on typical MED-2 included in the Class 10 quantities or is it incidental?	Excavation is included in the Basis of Payment according to article 2503.05	2013-03-15 10:10:39
March 19 <sup>th</sup> 2013	108	Please review tab 100-24 on sheet C.10 and paving typicals for bid item# 0740. Confusing at best. Thanks.	Please refer to ADDENDUM.19MAR108.A05	2013-03-18 09:44:51
March 19 <sup>th</sup> 2013	108	There are numerous references to "The Badger Creek Paving Project" station 1037+00 to 1088+00--what is the disposition of this contract? Thanks	The Badger Creek Paving Project is not tied to this project, and will be let and constructed during the 2014 construction season.	2013-03-15 10:03:35

March 19 <sup>th</sup> 2013	108	Is the borrow area detailed in the plans a Mandatory Borrow Area?	No.	2013-03-15 10:05:37
March 19 <sup>th</sup> 2013	108	The traffic control plan and staging sheets for stage 4 indicate that the pavement removal and median grading in this stage can be accomplished with shoulder closures. With the amount of truck traffic going in and out of the shoulder closure with pavement removal and waste dirt, would lane closures be required?	A shoulder closure is adequate to complete this work.	2013-03-15 14:52:58
March 19 <sup>th</sup> 2013	108	Where can I find Standard Design Drawings for the Cantilevers.	under review	2013-03-12 12:51:02
March 19 <sup>th</sup> 2013	108	Is the Indiana Bat affected by this project?	Yes, refer to the plans and addendums.	2013-03-12 13:51:40
March 19 <sup>th</sup> 2013	108	Will burning of the trees be allowed on this project?	Please refer to Standard Specification Section 2101	2013-03-12 13:52:54
March 19 <sup>th</sup> 2013	108	Could you verify the Stage 4 Pavement Removal quantity?	Please refer to ADDENDUM.19MAR108.A05	2013-03-18 09:49:14
March 19 <sup>th</sup> 2013	108	Will there be a new 100-24 Tabulation on sheet C.10 for the revised paving quantities per addendum number 2?	Please refer to ADDENDUM.19MAR108.A05	2013-03-18 09:46:54
March 19 <sup>th</sup> 2013	108	There does not appear to be stub posts called out for the rectangular tube breakaway posts. How should the stub posts be covered?	The stub posts for the rectangular tube posts are called out in the standard road plan, SI-114, and should be included in the bid item for the posts	2013-03-14 09:06:47
March 19 <sup>th</sup> 2013	108	For (357), can pipe be delivered during daytime under shoulder closure. Quite costly to handle this material twice.	Yes.	2013-03-15 09:00:09
March 19 <sup>th</sup> 2013	108	In addendum #3, you provided a traffic control cross section for G-14. My original question dealt with Stage 2B detailed on J.30 and J.31, when connections to G-14 are made. The J sheets indicate two way traffic on the north side of the barrier wall while your new drawing indicates one way. Am I messed up? If there indeed is two way traffic, I still do not think there is enough detour pavement for the traffic lanes and TBR.	Plan sheet J.30 and J.31 indicate the use of TC-217, Lane Closure with Signals and TBR, which support a one way traffic setup.	2013-03-15 14:54:09

March 19 <sup>th</sup> 2013	108	Sheets T.12 - T.14 appear to tabulate the earthwork involved with stages 1D 1E. Would it be possible to get a breakout of the earthwork involved with these separate phases?	under review	2013-03-15 10:54:13
March 19 <sup>th</sup> 2013	108	Is there a corrected tab 100-24 coming out? The tab shows NB with 60' widths but not SB and they use the same (Pave 3 4), also where do the additional SYs go from Addendum 2. Thanks.	Please refer to ADDENDUM.19MAR108.A05	2013-03-18 09:48:34
March 19 <sup>th</sup> 2013	108	Could the Shoulder Strengthening tab on sheet B.5 be reviewed? The quantity appears to be excessive for the stationing and widths listed.	Please refer to ADDENDUM.19MAR108.A03	2013-03-18 09:47:56
March 19 <sup>th</sup> 2013	108	The traffic control plan only allows nighttime lane closure between 10:00 PM and 5:00 AM to construct the shoulder strengthening. This severely limits the amount of work that can be completed per shift. Could the area of this work be established as a separate "site" with a short duration of working days, but allowing the contractor to work 24 hrs per day? This would minimize the overall duration of the lane closure.	No change to the contract period will be made at this time.	2013-03-15 11:12:01
March 19 <sup>th</sup> 2013	108	The following are discrepancies I found in quantities: 1) Station 1274+75 shows 94' total of 24" RCP, yet the note 58 says 166' trenchless; 2) Bid Item for 30" RCP trenchless shows 252' total, but I come up with 334' - Sta 1232+75 = 152', Sta 2158+42 = 82', Sta 1573+00 = 58' and Sta 1573+00 = 42' 3) Bid item for 42" 4000D trenchless shows 236' but i come up with only 80', there is however 58' of 3000D which does not have a bid item 4) The storm sewer culverts (24" and 27"), trenchless, give a combined total of 306.71 for 24" and 39.33' for 27". There are 9 - 24" trenchless installs, which averages just over 34' per trenchless install. The roadway is a minimum 35' from paved shoulder to paved shoulder, in some cases reaching 45-50 feet (P-25 near an on-ramp). This is not enough footage to install the trenchless storm sewer.	under review	2013-03-18 10:18:36
March 19 <sup>th</sup> 2013	108	Addendum #5, NEW ITEMS #0761, 0762 come to Expedite as SY and need to be changed to TONS.	Please refer to ADDENDUM.19MAR108.A06	2013-03-18 13:59:18



March 19 <sup>th</sup> 2013	108	The Shoulder Strengthening typical on sheet B.5 for NB outside shoulder, 1251+00 - 1334+50 is shown as 13' wide but in the J sheets it is shown as variable width 10' - 27' on sheet J.8. Please review as it would affect both the pavement and pavement removal quantities.	under review	2013-03-18 10:20:21
March 19 <sup>th</sup> 2013	108	It appears addendum 5 added HMA items for the I-35 to IA 5 EB ramp taper. Is the intent for this to be only HMA with no concrete item. It looks like the SY's are still in the paving tabulation 100-24 (2070.4 SY)?	under review	2013-03-18 10:23:01
March 19 <sup>th</sup> 2013	108	Please check the modified subbase quantity for the inlays at Sta 1345+30 to 1356+11. It appears it was calculated at 6.5" instead of 12" as Addendum 5 shows.	under review	2013-03-18 10:27:39
March 19 <sup>th</sup> 2013	108	Addendum #3 added trenchless for 4000D 36" but did not delete the 116LF off the original QTY. Also added 236LF of trenchless 4000D 42", but there is only 80LF in the notes and did not delete any off original QTY. Is there 156LF elsewhere not stated in the notes of tab 104-3?	under review	2013-03-18 10:28:51
March 19 <sup>th</sup> 2013	108	According to the stationing shown, Addendum #5 still leaves you about 35,000 sy short on pavement removal to account for Stage 4 removals.	under review	2013-03-18 17:20:38
March 19 <sup>th</sup> 2013	108	Is the Existing Pavement detail available? I would like to know what reinforcing is in the existing ML pavement.	under review	2013-03-18 17:21:23
March 19 <sup>th</sup> 2013	152	Estimate reference note #8,9 on sheet C1 states that Cold In-place must be performed to a 28' width. The typical sections on sheet B1 depict 24' width on both the existing and finished sections. Please clarify the correct width.	See Addendum 19MAR152.A01	2013-03-14 09:23:15
March 19 <sup>th</sup> 2013	153	it seems there should be a bid item for relocating Mailboxes?	See addendum 19MAR153.A02	2013-03-12 11:29:31
March 19 <sup>th</sup> 2013	153	it seems there should be an item for Pilot car when the Pavement scarification and resurfacing are taking place	Because the total project length is only 1,591 feet, advance the flagger position as work proceeds to assure the work area length is less than one quarter mile	2013-03-14 10:05:24
March 19 <sup>th</sup> 2013	154	Per typical 7151 is the existing pavement referring to the pavement after the surface is milled?	Yes	2013-03-01 19:32:24

March 19 <sup>th</sup> 2013	154	Item 10, "Excavation Class 13 for widening", is the incidental 3" that is to be bladed off, included in the quantity for Payment?	No, it is not included in the payment quantity.	2013-03-01 19:33:02
March 19 <sup>th</sup> 2013	154	If the incidental 3" for Class 13 is not included for payment quantity, is there going to be an addendum on plan quantity?	No	2013-03-05 17:52:29
March 19 <sup>th</sup> 2013	154	There is no accounting for traffic control to construct the retrofit bridge rails on designs 113 213. The plans do not specify that this would be incidental. Please review.	PLEASE SEE ADDENDUM 19MAR154.A01	2013-03-14 09:24:40
March 19 <sup>th</sup> 2013	155	Why is there a bid item for anti strip when SS-12005 does not require it on 10M ESAL L-3?	The specification requires the use of an anti-strip for all 10 million ESAL mixes if the contractor uses warm-mix or chooses to use granite or quartzite for their frictional aggregates. Since we can't predict what the contractor will bid we include the item. If the mix they choose to use does not require anti-strip the item will not be used on the project.	2013-03-14 12:12:13
March 19 <sup>th</sup> 2013	155	The Base Widening, Hot Mix Asphalt Mixture bid item shows a quantity of 3500 tons yet total HMA Base Widening tons on sheet 112-9 shows a quantity of 7287.694 tons. Which one is correct?	See addendum 19MAR155.A02	2013-03-07 10:18:57
March 19 <sup>th</sup> 2013	155	The Base Widening, Hot Mix Asphalt Mixture bid item is being paid for the ton. Should there be a bid item for the asphalt binder that will accompany this?	See addendum 19MAR155.A02	2013-03-07 10:19:41
March 19 <sup>th</sup> 2013	161	What are the current quantities of RAP located at the Rutland Stockpile and the Landfill Stockpile?	The quantity of RAP at the Rutland Stockpile is approximately 4000 Tons, and the quantity at the Old Landfill Stockpile is approximately 8000 Tons.	2013-03-01 15:06:57
March 19 <sup>th</sup> 2013	161	Does the contractor get paid for the asphalt in the RAP when the RAP is supplied by the county?	Yes.	2013-03-18 15:10:01
March 19 <sup>th</sup> 2013	162	On STP-S-C055(142)--5E-55 and L-RS13(2)--73-55 it seems there should be an item for Excavation at the turn lanes that are to be built. Will there be an addendum for adding excavation bid item(s)?	All material excavated under the auxiliary lane and subbase will be incorporated into the earth shoulder. Costs associated with the excavation under the auxiliary lane and subbase shall be included with the cost of the earth shoulder construction.	2013-03-12 11:32:09

March 19 <sup>th</sup> 2013	164	This looks like a candidate for a Developing Spec of Partial Depth Repair of joints. Will you allow a comparative bid, One with a asphalt overlay, and one with a Partial Depth with Full depth repair and diamond grinding? Just to see which bid will come in at a lesser cost? That I-380 pavement looks like it is in great shape, except the joints have deteriorated. How about the consideration of a comparative bid?	No.	2013-02-20 15:00:58
March 19 <sup>th</sup> 2013	164	I see you have in the estimate reference sheet on several of the rails includes 2" rigid steel conduit. This is the only reference thing I see about it the footage is sometime way under or way over the quantities. Could you please clarify where this is to be placed?	Refer to Addendum 19MAR164.A02.	2013-03-07 10:22:34
March 19 <sup>th</sup> 2013	164	Removal of pavement tab 110-1 appears to have a error in quantities for the concrete barrier areas @ 15th/16th ave and 5th ave. Should the removal quantity match the replacment quantity of item #5 - reinforced paved shoulder?	Refer to Addendum 19MAR164.A01.	2013-03-07 11:17:22
March 19 <sup>th</sup> 2013	164	Should bid item #120 (removal of curb) be 443 LF instead of 443 Sta?	Refer to Addendum 19MAR164.A01.	2013-03-07 10:23:43
March 19 <sup>th</sup> 2013	164	Sheet B.3 has a typical section showing 4" base mix on the shoulders, the pavement tabs show intermediate surface mixes placed on shoulders. Bid quantities appear to have this as intermediate surface mixes as well. Can you clarify?	On sheet B.3, the note for 4" base course on the shoulder typical should be for a 2" surface and 2" intermediate course as tabulated.	2013-03-15 08:56:33
March 19 <sup>th</sup> 2013	164	Sheet B.3 has a typical section showing 4" base mix on the shoulders, the pavement tabs show intermediate and surface mixes placed on shoulders. Bid quantities appear to have this as intermediate and surface mixes as well. Can you clarify?	On sheet B.3, the note for 4" base course on the shoulder typical should be for a 2" surface and 2" intermediate course as tabulated.	2013-03-15 08:57:00
March 19 <sup>th</sup> 2013	170	instead of acc/pcc patching and overlay, how about developmental spec on partial depth repair of the concrete road, full depth where needed and rehab the whole thing without an overlay? transverse joint and longitudinal joint repair, maybe diamond grind, and then seal it.	No.	2013-02-20 15:00:44

March 19 <sup>th</sup> 2013	170	What defines the Council Bluffs Corporate Limits (Day/ Night Work) on all roadways?	The Council Bluffs corporate limits are defined by the light gray shaded area on the IDOT map of Council Bluffs, which is available at the following link: <a href="http://www.iowadotmaps.com/msp/citypdf/Council%20Bluffs_ci.pdf">http://www.iowadotmaps.com/msp/citypdf/Council%20Bluffs_ci.pdf</a>	2013-03-14 09:31:25
March 19 <sup>th</sup> 2013	171	In the General notes it states "Make all necessary repairs to old basein accordance to section 2212.04 of 2012 Specs" There is no bid item for patching - so are we to assume if patching needs to be done it will be added via work order? Is this to be done prior to CIP?	No patching is planned before CIP. If a base problem is encountered during or after the Cold In Place Recycling process, that area would be required to be patched and would be addressed with an extra work order.	2013-03-18 09:56:00
March 19 <sup>th</sup> 2013	172	I apologize for my mistake on the bid order number. It is 172 not 173..... If there are two box culverts and four runs of guardrail doesn't there need to be eight end terminals? Thank you	Please bid the quantity shown on the proposal. If additional end terminals are needed they will be added by an extra work order.	2013-03-18 14:22:31
March 19 <sup>th</sup> 2013	173	If there are two box culverts and four runs of guardrail doesn't there need to be eight end terminals?	The title sheet A.1 shows one bridge on the project at MP 48.8, Otter Creek - bridge no. 9148.8s065 (station 401+45). This location corresponds with the guardrail tabulation 108-8A on sheet C.5 of the plans listing one bridge receiving new guardrail at its 4 corners. The 4 end terminals as totaled corresponds to the needed quantity and listed bid item of 4 end terminals. There are no box culverts receiving new guardrail on this project. The quantity of 4 steel beam guardrail end terminals is correct as provided in the contract documents.	2013-03-15 16:49:10
March 19 <sup>th</sup> 2013	202	Are we able to use mastic on the transverse joint leveling portions of this project	Yes. See DS-12003 in the specifications.	2013-02-26 13:24:24
March 19 <sup>th</sup> 2013	205	The plans state that cracks wider than 1" should be filled with HMA. Would you allow these cracks to be treated with blow patch or AMZ. If so, would these items still be bid by the ton?	The contractor should plan to use HMA and should bid accordingly.	2013-03-18 09:32:58
March 19 <sup>th</sup> 2013	209	Can the patching in the rest areas be done during the day?	Yes, it can.	2013-03-14 09:29:21
March 19 <sup>th</sup> 2013	209	Why do the patching tabs show spring and fall patching? There is no other reference that the patching is to be done at two different time periods.	See addendum 19mar209.a01	2013-03-18 17:34:38

March 19 <sup>th</sup> 2013	214	For Plymouth County on Sheet C.2 PCC Patching from CO. 80 RD. 80, North to Just South of CO. RD. C-38: Full - Depth Patches show Length @10ft. Width @12ft and the Patch Thickness @24" or 2 feet. Is the 24" or 2 feet correct? This seems to be excessive.	We did some as-built plan checking and with the patch thicknesses placed in the same section in 2010 we think the 24" patch thickness is appropriate and recommend no change in the plans.	2013-03-14 14:33:10
March 19 <sup>th</sup> 2013	216	This job Calls out for a Continuous Flow Mixing Unit for Slurry Leveling, Slurry Wedge, and strip slurry Treatments. My understanding of this means that it does not require continuous run machines and truck mounted Slurry machines can work on this job as long as they meet all specification in section 2319 of the IOWA Standard specifications.	As long as all of the requirements of the specifications are met, it is acceptable. Article 2319.03, C, 1, a, the second bullet point describes: Discharging the thoroughly mixed product on a continuous basis; is paramount to a quality product.	2013-02-26 13:08:26
March 19 <sup>th</sup> 2013	217	Are we able to use mastic for the transverse joint leveling portions of this project	Yes. See DS-12003 in the specifications.	2013-02-26 13:09:29
March 19 <sup>th</sup> 2013	217	The plans call for 4 miles of crack filling. Is this the correct quantity and, if so, do you intend to crack fill PCC sections of the road also?	We do not intend to crack fill the PCC sections of MP-071-3(711)150--76-81, only the HMA surfaces. Quantities will be based on actual miles cleaned and filled and material used.	2013-03-18 10:00:43
March 19 <sup>th</sup> 2013	302	Will construction traffic be allowed to cross the bridge for material delivery and movement of equipment?	We do not feel the contractor's driving across the bridge will be a problem, as long as the contractor is aware of the erosion.	2013-03-15 14:51:30
March 19 <sup>th</sup> 2013	302	what is the working days on this project?	Refer to Page 2 of the Estimating Proposal.	2013-03-14 12:57:38
March 19 <sup>th</sup> 2013	353	What is the repetition of the stone pattern?	Please refer to SP-120014	2013-03-07 10:15:34
March 19 <sup>th</sup> 2013	353	According to the traffic control plan on sheet J.1, TBR will be placed in the westbound lane and channelizers on the eastbound lanes. Construction is to work from the west to the east. If this work is done with a slip-form paver the paving equipment is working in the eastbound lanes. Will the state make the contractor remove all equipment at night if it is not protected by TBR?	It will be acceptable to leave the paver at night but may need to move it closer to the TBR side.	2013-03-07 10:14:43

March 19 <sup>th</sup> 2013	353	Sheet J.1 states contractor is to coordinate with IM-80-6(320)244--13-52 Dubuque St. Pedestrian Bridge. Has this project been let? What are the details of the pier in the median? Will that pier be built before this project so the barrier rail can be built around it? Sheet D.9 does not indicate the work area for that project.	IM-80-6(320)244--13-52 has not been let. The barrier rail shown in the project plan set shall be bid as shown. If a pier is present at time of barrier rail construction then appropriate action will be taken by the contracting authority.	2013-03-07 10:11:07
March 19 <sup>th</sup> 2013	353	V.5, V.13, V.15, and V.19 indicate "Remove Existing Median Barrier Rail". There does not appear to be a bid item for these removals. Will an item be added?	Please refer to ADDENDUM.19MAR353.A01	2013-03-07 10:04:33
March 19 <sup>th</sup> 2013	353	Can you provide more information about what work will need to be done on the SW-547 intakes? Is this just a top replacement or does the well need to be rebuilt also?	The item is for replacing the whole intake box and top.	2013-03-18 17:45:10
March 19 <sup>th</sup> 2013	353	In regard to item 2, SW547 intake, are you replacing the whole intake box and top or only the top?	The item is for replacing the whole intake box and top.	2013-03-07 09:54:52
March 19 <sup>th</sup> 2013	353	Are there approved colors from pigment suppliers from previous projects. If so, can you list them?	Please refer to approved cement pigment suppliers listed in SP-120014 for this contract.	2013-03-07 09:54:09
March 19 <sup>th</sup> 2013	353	I don't think the SW547 intakes can be removed and replaced without removing parts of the pavement because the boxout is barely larger than the intake box. If we remove pavement, do we need to remove and replace whole panels or can we patch panels?	Please refer to ADDENDUM.19MAR353.A02	2013-03-14 10:27:48
March 19 <sup>th</sup> 2013	353	In regards to the SW-547 intakes; can the state provide more information on these? How deep are they? I can not figure steel or concrete quantities without that information.	Tab 104-5A has a form grade elevation and bottom of well elevation for the intakes.	2013-03-18 17:37:16
March 19 <sup>th</sup> 2013	353	If the intake tops and boxes are to be replaced will the state provide for TBR and crash cushions at these locations?	Please refer to ADDENDUM.19MAR353.A02	2013-03-14 10:28:26
March 19 <sup>th</sup> 2013	353	Can you provide more information on the depth of the intakes so we know what we need for materials?	Tab 104-5A has a form grade elevation and bottom of well elevation for the intakes.	2013-03-18 17:36:34
March 19 <sup>th</sup> 2013	353	Is there a requirement or option for a colored sealer/cure that is applied to the barrier wall?	Do not apply any sealers to completed barriers. Per SP-120014 (article 120014.03,C,7)	2013-03-14 09:05:33

March 19 <sup>th</sup> 2013	353	In regards to the use of a sealer in a previous question, section 120014.02, A., 4., of the Special Provisions states that the contractor shall verify with the pigment manufacturer the compatibility for the curing methods. When talking with the pigment supplier they recommended a curing compound /sealer with the same tint as the concrete to make a more uniform color. Wet cure was not recommended as it will "wick" the color out of the concrete and create "blotches". Which artical do we apply, 120014.02, A., 4., or 120014.03,C., 7.?	The SP calls for a curing method that prevents moisture loss, and does not preclude the use of tinted curing compounds which could be employed for this task. The SP calls for compatibility between curing techniques and the integral colorant as established by the pigment manufacturer. The SP says that continued wet curing methods MAY be required, but this would be contingent on the contractor's ability to show us their curing method achieves a satisfactory result. Again, curing compounds could be used to do this. The SP says no "sealers" are to be applied, but doesn't exclude curing compounds.	2013-03-18 09:53:50
March 19 <sup>th</sup> 2013	353	Is slipforming allowed on the 38829 lf of road rail?	Yes, slip-forming is allowed as long as all other requirements listed in the contract documents are met. Please refer to the following excerpt from the Special Provisions for Aesthetic Treatment of Concrete Barrier, SP-120014.03, B, 1:If slip-forming methods are proposed to provide the texturing on the barriers, the mockup shall demonstrate all aspects of the slip forming method as part of the mockup installation.	2013-03-15 14:55:17
March 19 <sup>th</sup> 2013	353	Will working days be added for the work added by addendum?	NO.	2013-03-15 10:01:05
March 19 <sup>th</sup> 2013	353	Will it be allowed to have multiple work areas with TBR and channelizers? Or can all the TBR be in place to facilitate multiple operations?	No, the staging notes say they are to start at the west end of the project and progress easterly.	2013-03-18 09:55:08
March 19 <sup>th</sup> 2013	355	Our structural engineer indicated that in order to bid the new signal pole upright that will be used with the existing mast arm, he will need a drawing of the existing 40' signal arm and also the sign sizes and locations they are going on the arm. Can this information be provided? Thanks.	This project has been withdrawn.	2013-03-18 17:31:28
March 19 <sup>th</sup> 2013	355	Is a new footing needed?	No.	2013-03-18 17:32:22



March 19 <sup>th</sup> 2013	355	Please advise when we can expect an answer to the question submitted for Bid Order 355 on March 8th and posted on March 12th: Our structural engineer indicated that in order to bid the new signal pole upright that will be used with the existing mast arm, he will need a drawing of the existing 40' signal arm and also the sign sizes and locations they are going on the arm. Can this information be provided? We cannot offer an accurate quote without this information being provided by IDOT.	This project has been withdrawn.	2013-03-18 17:32:49
March 19 <sup>th</sup> 2013	402	can house,after shingle removal , and trees be burned on site?	No. Please read Section 2538. Salvage, Removal, and Disposal of Obstructions in the Specifications.	2013-03-15 14:32:23
March 19 <sup>th</sup> 2013	403	what is the working days on bid order 403?	Refer to Page 2 of the Estimating Proposal.	2013-03-14 14:31:10
March 19 <sup>th</sup> 2013	451	What is the seeding specification for "Wetland Buffer Mix", as well as "Seeding and Fertilizing"? I couldn't find it in the plan sheets	Sheet MIT.03, Note 4 states "Plant the Wetland Buffer Strip with 5-Inch plugs of Prairie Cordgrass (Spartina Pectinata) at a rate of 1 plant per 2 square feet and with the Wetland Seed Mix at a rate of 7 pounds per acre." The wetland seed mix is defined in note 2.Seeding and Fertilizing is as per by IDOT Specification 2601.	2013-03-12 11:25:51
March 19 <sup>th</sup> 2013	451	How is the clearing and grubbing to be completed in the time frame allotted? Late start is 7/8/13 but because of the Indiana Brown Bat restriction CG couldn't begin until 9/15/13 and because of the migratory birds restriction CG must be completed before 4/1/13.	PLEASE SEE THE ESTIMATE REFERENCE INFORMATION ON SHEET C.2 FOR CLEARING AND GRUBBING. "OWENER WILL CUT DOWN ALL INDIANA BAT POTENTIAL ROOST TREES PRIOR TO APRIL 15, 2013"	2013-03-12 11:36:31
March 19 <sup>th</sup> 2013	451	Tab 104-3 is calling for RF-26 apron guards to be installed on CMP aprons. RF-26 guards are for concrete aprons and will not work on CMP aprons. There is no standard for CMP apron guards unless you use safety slope aprons, which is a different item and are much longer than regular CMP aprons. Can you clarify what you want installed?	under review	2013-03-18 14:24:41
March 19 <sup>th</sup> 2013	501	What are the specific times the night closures may be put up and taken down throughout the week? I seen after 12a.m Monday and before 10 a.m Friday, but what about the rest of the week?	Refer to Tab 108-23A on sheet C.3 - third sentence.	2013-03-18 09:51:22

March 19 <sup>th</sup> 2013	502	Is the Turf Reinforcement Mat Type 1, 2, 3 or 4?	On Sheet C-4 in Tab 100-22 'DITCH CONTROL AND SLOPE PROTECTION' specifies that Turf Reinforcement Mat Type 4 is required.	2013-03-12 11:34:14
March 19 <sup>th</sup> 2013	601	Do you have the Bridge Id No's for Each of the Bridges to be Pressure Cleaned as Well as the Bridge Names? Thank You.	Bridge Numbers are in the proposal. As far as I know, no names of bridges are known.	2013-03-14 11:32:24
February 19 <sup>th</sup> 2013	002	The Structural Steel Pay Wt. is listed at 2,107 lbs. That is the Wt. of the Steel Channel Diaphragms only. There are 8 Pier Bearings that should be included need the Wt. of to be in the Pay Wt. also.	Refer to Addendum 19FEB002.A01.	2013-01-31 18:43:09
February 19 <sup>th</sup> 2013	002	The plans call for a TC-252 standard road closure but no traffic control bid item in the proposal, please advise.	Refer to Addendum 19FEB002.A01.	2013-01-31 18:42:17
February 19 <sup>th</sup> 2013	002	The proposal includes Bid Items 0170 and 0180 for 4" subdrain tile and outlets. These appear to be the subdrains behind the abutments. The Subdrain Notes on Sheet V.04 indicate that furnishing and placing the subdrain and outlets is included in the price bid for "Structural Concrete (Bridge)" and that no extra payment will be made. Are these one and the same or is there more subdrain at other locations on the project? Thanks,	Refer to Addendum 19FEB002.A02.	2013-02-14 10:24:36
February 19 <sup>th</sup> 2013	002	Line 360 is for TRM. Is that Type 1,2,3, or 4?	Refer to Addendum 19FEB002.A02.	2013-02-14 10:25:11
February 19 <sup>th</sup> 2013	002	Line Item 18 calls for a quantity of 2 RF-19E Subdrain Outlets, According to Tab 104-9 and sheet V.04 there are 4 total subdrain outlets.	Bid the quantity of RF-19E subdrain outlets shown on the proposal. If additional subdrain outlets are needed they will be extra work order items.	2013-02-18 14:37:34
February 19 <sup>th</sup> 2013	006	Under estimate reference 23 the contractor must conduct an independent check of stakes. The question is; has the staking been done already and the contractor needs to verify someone else's staking or does the contractor verify the subcontractors staking?	The contractor is responsible for construction survey and the independent check. The contracting authority will not be providing construction survey. Please refer to Standard Specifications Section 2526 for more information.	2013-01-22 15:57:45
February 19 <sup>th</sup> 2013	006	Page 18 of the plans under traffic control plan reads "Dallas County and IDOT will provide, maintain and remove Detour route". Under the tabulation of detour traffic signs says otherwise. Please clarify who is providing the detour signs.	Note 3 in the Traffic Control Plan tabulation is referring to the detour route only, not signs. The note associated to the Tabulation of Detour Traffic Signs addresses who is responsible for the signs.	2013-02-01 14:54:41

February 19 <sup>th</sup> 2013	006	Sheet 18, Tabulation of Detour Traffic Signs, Does the county and IDOT keep the signs at the end of the project? What type of posts do they require?	Please refer to ADDENDUM.19FEB006.A02	2013-02-15 09:39:14
February 19 <sup>th</sup> 2013	006	Do the signs listed in the Tabulation of Detour traffic Signs, sheet 18, become the property of Dallas County or I.D.O.T.? If so what type of sign substrate do they want and what thickness? What type of sheeting is required?	Please refer to ADDENDUM.19FEB006.A02	2013-02-15 09:39:30
February 19 <sup>th</sup> 2013	007	What version of AASHTO is to be used for designing the DMS support structure?	Sign Truss Standard DMS-SS1-10 states:DESIGN: A.A.S.H.T.O. STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, SERIES OF 2009 WITH CURRENT INTERIMS.	2013-02-01 14:55:11
February 19 <sup>th</sup> 2013	007	Does the DOT have any provisions for getting in and out of the borrow in stage 1? Will trucks be allowed into the NB head to head traffic? Thanks	There is no provision for getting in and out of the borrow in stage 1. It is up to the Contractor to figure out the best way to access the work area. Trucks will not be allowed into the NB head to head traffic. See reference note (H) for bid item 3.	2013-02-01 16:26:48
February 19 <sup>th</sup> 2013	007	The proposal lists April 1, 2013 as the late start date for this project with 240 working days allowed to complete the work. Free time between November 15 and April 1 is not permitted. Considering the project complexity, only being able to work on one bridge each season, and the fact that the staging notes seem to indicate that work April 1 through November 15 is expected each season, it seems that the number of working days is inadequate. ~ 161 working days per season would cover the April 1 - November 15 time frame. Should the number of working days be increased to 320-323 working days to allow for the 2013 and 2014 construction seasons, or should an accelerated work schedule be specified in order to complete the work in the allotted time frame, especially now since we are being charged for working on Saturdays?	The contract period is based upon the assumption that the contractor will work a 5 day work week, not working on any Saturday requiring inspection. Starting April 1 and ending the year on November 15 with an allowance for weather, we normally assign 120 working days. The staging of these projects assumes winter shutdown from November 15 to April 1. The alternative is to require a 6 day work week and increase the working days according. Adding additional days, and not requiring Saturday work, may result in the contract extending into a third season. That is not a desirable outcome. No changes are anticipated to the contract period.	2013-02-07 14:01:06

February 19 <sup>th</sup> 2013	007	To follow up your last answer, can trucks enter head to head traffic? Your answer is no, as per the note H ref info item 3. Is this is to include only over the road trucks hauling dirt, or are trucks hauling rock, concrete and other construction materials included in this restriction?	This includes all slow moving construction equipment that will interfere with normal traffic flow.	2013-02-15 11:20:03
February 19 <sup>th</sup> 2013	007	Please review the TBR quantities (item 0980). It appears that tab lines 13-17 (tab 108-33 on sheet C.17) are already in place for winter configuration for winter 2013/2014; placed as lines 10-12.	PLEASE SEE ADDENDUM 19FEB007.A02	2013-02-06 15:36:27
February 19 <sup>th</sup> 2013	007	The estimating proposal states that no free winter time will be permitted but the staging notes have work in 2013 and 2014. Once the stage 1 work is complete will the charging of working days be suspended until April 1st 2014?	Yes.	2013-02-07 14:08:13
February 19 <sup>th</sup> 2013	007	Will the overhead power line at about station 55+00 be moved or deenergized to allow for the wall construction at that location?	Steve Flockhart talked to Alliant Energy and they said that it would not be a problem deenergizing and removing that light and pole.	2013-02-15 11:49:46
February 19 <sup>th</sup> 2013	007	There is an overhead power line at about station 123+00. It this overhead line going to be moved or deenergized to allow for the wall construction at this location?	Steve Flockhart talked to Alliant Energy and they said that it would not be a problem deenergizing and removing that light and pole.	2013-02-15 11:19:19
February 19 <sup>th</sup> 2013	007	Will shoring between the existing northbound lanes and the under construction southbound lanes (in stage #1) be required to retain the newly placed fill materials on the new south bound lanes at locations south of the new south abutment and north of the new north abutment until the permanent northbound lanes are constructed and if so under what item is this paid for?	Shoring should not be necessary for the roadway construction.	2013-02-07 09:42:04

February 19 <sup>th</sup> 2013	007	Addendum No. 1 added the railroad agreement, including flagging costs. Could you clarify 120037.22.D which is the reimbursement rate? It seems to say that the contractor is responsible for the first \$1000/day for flagger services when SP-120037.04 warrants a flagger, and that the Contracting Authority is responsible for costs above and beyond the \$1000/day. And that the Contracting Authority will be responsible for 100% of the flagging costs when the conditions identified in SP-120037.04 do not apply. Article SP-120037.04 are the construction and as-built submittals. We have not paid the RR for submittal review in the past. Does this mean that all flagging costs will be reimbursed 100% by the Contracting Authority since on-site inspections do not meet the conditions indentified in the submittals Article SP-120037.04? Thanks,	The Contractor is responsible for the first \$1000.00 of flagging costs per day. PLEASE SEE ADDENDUM 19FEB007.A03	2013-02-15 11:33:58
February 19 <sup>th</sup> 2013	007	Looks like the Temporary Traffic Signals for Call 007 in Dubuque are wood pole mounts per plans J 2. -J 4. Can portable traffic signals (PTS), trailer mounted, be used for this application? Are there other applications in the plans for portable traffic signals, such as Lump Sum traffic control on this project?	Because of the size of the intersection we would not want to use portable, trailer mounted traffic signals for the temporary traffic signals. There are no other applications for portable traffic signals. Bid item for Traffic Control does not include any portable traffic signals.	2013-02-15 17:36:03
February 19 <sup>th</sup> 2013	007	Need a clarification on when does the temp barrier rail for Stage 2A get placed? Does it get placed in 2013 for winter shut down or in 2014? Staging notes say Stage 2A starts in 2014.	It gets placed for winter shutdown.	2013-02-12 08:49:47
February 19 <sup>th</sup> 2013	007	Need clarification on the temporary glare screen for Stage 2a. If temporary barrier wall is in place for winter shutdown, does the glare screen get mounted in 2013 or would it be mounted in the spring of 2014 construction season?	The glare screen should not be mounted until the spring of the 2014 construction season.	2013-02-12 08:48:04
February 19 <sup>th</sup> 2013	007	Estimating Proposal for Painted Symbols is 41 each Symbols Removed is 39 each. Tabulation of Pavement Marking Symbols 108-29 - Sheet C.21 only lists 30 each Painted Symbols 0 each Symbols Removed. What are the additional Painted Symbols what are the Symbols Removed?	PLEASE SEE ADDENDUM 19FEB007.A04	2013-02-15 11:39:12

February 19 <sup>th</sup> 2013	007	Can Mar Jo Hills Rd (roadway under the bridge) be closed temporarily to allow for bridge removal and beam setting?	Yes. Mar Jo Hills Rd can be closed temporarily to allow for bridge removal and beam setting. The Contractor will need to coordinate with the City on the timing and duration of the closure.	2013-02-18 09:32:12
February 19 <sup>th</sup> 2013	007	The proposal includes a reference to SS-12005. This supplemental specification for flexible pavement is not included in the ERL. Could you provide a copy of this supplemental specification which seems to have just been issued, but has not be posted yet? Thanks,	Yes are correct. Here is the location: <a href="http://www.iowadot.gov/specifications/supplemental_specs.html">http://www.iowadot.gov/specifications/supplemental_specs.html</a>	2013-02-08 09:31:06
February 19 <sup>th</sup> 2013	007	Can Mar Jo Hill Road (roadway under the existing bridge) be closed for the duration of bridge construction?	Yes. Mar Jo Hills Rd can be closed temporarily to allow for bridge removal and beam setting. The Contractor will need to coordinate with the City on the timing and duration of the closure.	2013-02-12 08:47:19
February 19 <sup>th</sup> 2013	007	Conflict on existing shoulder information. Detail EP-1 is 10' wide by 6" deep Asphalt. Table 110-1 lists the shoulders at concrete with asphalt overlay. Also the stationing does not match.	See ADDENDUM.19FEB007.A05.	2013-02-15 09:45:54
February 19 <sup>th</sup> 2013	007	Can you please tell me if Primary and Secondary Geogrid Specified in this project has ever been used in the past and what type (manufacturer and type). I'm unable to find a source for this material based on the specification. 1.)The MD < CMD by approximately 50% 2.)The magnitude for the Ultimate vs 2% is a multiple of 100 3.)The 2% strength, especially the CMD strength is outside of any manufacturer that we can identify. Your assistance is appreciated.	See ADDENDUM.19FEB007.A05.	2013-02-15 10:56:54
February 19 <sup>th</sup> 2013	007	Concerning removal of existing bridge piers, to what elevation will the pier removal be required at each location? Will Piers 1 and 2 require complete removal of will the piers be left below elevation approximately 600 for erosion control and track protection purposes?	Piers 1 and 2 should be removed 1 ft below stream bed, which would be 589.1. This is per spec 2401.03, C, where the existing support is in the area of the stream channel.	2013-02-15 09:43:41
February 19 <sup>th</sup> 2013	007	When installing Prestressed Girders, will short (15 Minutes) closures be allowed for delivery and off loading of the Girders from the existing structure (Stage 1) and the new structure (Stage 2)?	The DOT will allow the girders to be unloaded with short closures only with the time constraints of 10:00 pm to 5:00 am. During the day, it would not be advisable	2013-02-15 09:42:22

February 19 <sup>th</sup> 2013	007	Can we obtain the boring logs, in particular the logs for post and panel retaining wall design #211? The x-sections and plans only provide descriptive data of the rock, no RQD and % recovery data is included. This data will be necessary to price out the rock drilling item	The Q-sheets (Q.20 through Q.22) present all available soil and rock information that was obtained for the soldier pile wall portion of the project. There are no borings or field or lab test data that are not shown. Rock coring was not performed, so there is no RQD or % Recovery data available. There are two borings in the general vicinity of the proposed soldier pile wall (F-0112 and F-0113, shown on sheet Q.23 and Q.24), that do have blow count data in the rock.	2013-02-14 17:38:20
February 19 <sup>th</sup> 2013	007	The spec for untreated lumber refers to 4162 that list Structural Class Plank as Doug Fir: Select Structural or Dense No.1 Southern Pine: Dense Structural 72 Common Class as Doug Fir: No.1 Southern Pine: Dense Structural 65 Then the plans call out for Doug Fir Grade: Select Structural or Southern Pine Grade: No.2 or Better. Would just like verification on which grade for both species should be used. Thank you.	Bid the plan which says Doug Fir Grade: Select Structural or Southern Pine Grade: No.2 or Better. Any change after letting will be by an extra work order.	2013-02-18 13:11:21
February 19 <sup>th</sup> 2013	007	Does the center 10" PCC median require CD baskets?	No.	2013-02-15 15:58:48
February 19 <sup>th</sup> 2013	007	The tabulation of existing pavement indicates that the existing shoulders are ACC/PCC. Could this be verified? Plans from the existing overlay indicate that the shoulders were "stabilized aggregate" prior to the HMA overlay.	See ADDENDUM.19FEB007.A05.	2013-02-15 11:04:59
February 19 <sup>th</sup> 2013	007	Is the borrow pit shown a mandatory pit? If not mandatory, and fill brought in from an offsite source, does the borrow need to be graded as per plan, or can it be left shallow if all the material from the pit is not used? Reasons for this question. 1. High water/flood event 2. The moisture content of material in borrow would require drying prior to placement in RSS slope. 3. Concerns about entering the site	under review	2013-02-18 09:59:11



February 19 <sup>th</sup> 2013	007	The DOT answer to a previous question concerning the removal of existing bridge piers in the stream channel is incorrect. Spec. 2401.03C says to remove structures to 1' below natural stream bottom in the stream or 1' below ground line outside the stream. It does not say 1' below THALWEG which is the lowest point in the stream bed (el. 590.1 in this case). Therefore, without an addendum, the current plans/specs would require the piers to be removed 1' below the existing ground. If DOT wants the piers removed to elev 589.1, there should be an addendum and it should change the temporary shoring notes to include shoring to protect the RR tracks during this removal.	under review	2013-02-18 13:26:32
February 19 <sup>th</sup> 2013	008	Is the tabulation of the paved shoulder on sheet C.4, tab 112-9 correct? The "P" width is shown to be 20.8 feet on both sides of the road.	Refer to Addendum 19FEB008.A01.	2013-02-12 08:57:59
February 19 <sup>th</sup> 2013	009	Can a cast in place rcb be considered for the 2 structures on this project? thank you	Emmet County has developed plans for precast RCB culverts and does not plan to consider cast-in-place alternatives.	2013-01-25 14:33:10
February 19 <sup>th</sup> 2013	014	The working days on this project are not enough. Youve only got 15 wd to remove do class 20 build rcb backfill pave. pavement markings rumble strips diversion ditch shoulders subbase. Idont understand why if you've got a detour set up why you can't keep traffic detoured and put more working day's on project. It doesn't make any sense. Cure time for rcb is 7 day's cure time for pavement is 7 day's unless we use m-mix or maturity method at our expense. This put's the cast-in-place contractor at a disadvantage it give's the the pre-cast bidder's a big advantage.	No changes. The Bridge Office wanted the CIP option in the plans. The District wanted the Pre-cast option only.	2013-01-24 14:35:16
February 19 <sup>th</sup> 2013	014	Is the pipe that requires cleaning at station 1634+16 completely completely full and buried? There is some snow in the ditch, but I couldn't locate it.	The pipe is completely plugged with dirt. The top 6 inches (+/-) of the west end of the pipe is visible (once the snow is gone) and I believe the east end is barely visible. The ditch on both sides of the pipe will be reshaped per the bid item for "Reshaping Ditches".	2013-01-25 16:25:19

February 19 <sup>th</sup> 2013	014	Can you give us a typical section and estimated cut quantity for the ditch that needs reshaping? Can this material stay on-site or does it have to be removed and disposed of by the contractor?	Use excavated materials to widen embankment (at the RCB) or remove excavated materials from the project. Quantity is unknown since there was no survey done for the ditch reshaping. Sheets U.2 and U.3 show the ditch grades for ditch reshaping. There is no proposed typical section in the plan for ditch reshaping, but Google maps show the north ditch shape.	2013-02-13 15:13:10
February 19 <sup>th</sup> 2013	014	Regarding the question about the ditch shaping. The material pulled from the ditch will likely not be good enough to use as embankment. If we do have to dispose of this material off-site it is hard to figure a price if we don't have a quantity or even a typical section to know the extent of the work required.	Correct, the ditch reshaping item does not have a typical section or cubic yard quantity specified in the plans. You could estimate a cubic yard quantity based on the ditch grade and profile grade on sheets U.2 and U.3. The intent of this item is excavate only the ditch bottom in order to re-establish the ditch grades on sheets U.2 and U.3.	2013-02-14 18:01:24
February 19 <sup>th</sup> 2013	014	The ditch shaping and tile work will require a lane closure. Will the roadway closure extend all the way to the east end of the ditch reshaping?	The ditch shaping and tile work from 1631+00 to 1644+80 will be done using Standard Road Plans TC-1 and TC-202 (shoulder closure). No lane closures are anticipated as the tile work and ditch shaping will be 15 feet or more from traveled way. The tile from 1631+00 to 1644+80 will be RF-19C Type 11 (in backslope). The tile under US 6 at 1633+80 will be trenchless for 60 feet.	2013-02-14 18:00:20
February 19 <sup>th</sup> 2013	014	Can you clarify the Item 0270 10" standard subdrain that replaces the existing 8" tile. Does this 8" tile get removed and the 10" is placed in that same trench? If so shouldn't that removal of the 8" tile be a pay item. Or is the 10" tile farther out from the existing 8" tile. Also on page C.3 tab 104-5C, there is not a quantity for the Class A stone for the 10" if it is being placed in the shoulder as normal longitudinal subdrain.	The existing 8" tile will not be removed. The proposed 10" tile will be placed on the backslope per RF-19C Type 11 installation (much farther out than the 8" tile). Class A stone is not needed.	2013-02-15 16:32:32
February 19 <sup>th</sup> 2013	016	The concrete barrier railing quantity is only enough for EWS to EWS. What is to be done above the wings? Also, the bridge approach pavement details show concrete barrier railing to the first CD joint, but section A-A shows a standard six inch curb. Please clarify.	under review	2013-02-13 15:02:31
February 19 <sup>th</sup> 2013	016	Will casing pipe be required under 17th Street, for the watermain?	No.	2013-02-18 14:39:08

February 19 <sup>th</sup> 2013	017	Pavement removal tab 110-1 does not show the depth of existing pavements. What are the depths of the existing pavements?	This information is not available.	2013-02-18 09:57:25
February 19 <sup>th</sup> 2013	017	Should there be a class 13 item on this project? Unless the existing shoulder pavement is 14" in depth, existing shoulder base material will have to be removed to make room for modified subbase and 8" pavement. Likewise for the paved shoulder areas at the g'rail.	Refer to Addendum 19FEB017.A01.	2013-02-06 12:17:24
February 19 <sup>th</sup> 2013	019	Would a precast RCB be considered or acceptable on this project?	No. No precast alternate was specified	2013-01-24 10:57:49
February 19 <sup>th</sup> 2013	019	The class 10 and topsoil quantities do not match what is shown in the t-sheets, please review.	See Addendum 19FEB019.A01	2013-02-15 15:56:22
February 19 <sup>th</sup> 2013	021	Culvert at STA 209+43.00 is skewed, will pipe extension need to be skewed also? Also on head wall repair at STA 216+93 does the DOT have an estimate on how much concrete and that rebar needs to be replaced?	The extension for the pipe at STA 209+43 will follow the pipe alignment (skew). The DOT does not have an estimate for the concrete for the needed concrete. The culvert headwalls have freeze thaw damage. Until the friable concrete is removed to sound concrete, the volume of concrete or the need to replace rebar cannot be determined.	2013-02-19 09:14:16
February 19 <sup>th</sup> 2013	022	Is it possible to have the cross sections updated with the stationing labeled?	Please refer to ADDENDUM.19FEB022.A01	2013-02-01 16:03:53
February 19 <sup>th</sup> 2013	022	What are the specifications on the two flap gates?	Please refer to ADDENDUM.19FEB022.A01	2013-02-01 16:04:31
February 19 <sup>th</sup> 2013	022	Is there supposed to be an item for 4" Standard Subdrain for the 433' of subdrain in the sand blanket?	under review	2013-02-13 15:04:06
February 19 <sup>th</sup> 2013	022	Tab 108-13A shows the location of 3 safety closures. How long will those safety closures be left in place?	under review	2013-02-15 11:00:26
February 19 <sup>th</sup> 2013	022	There is a note that requires abutment fills to be in place for 65 days prior to the abutment piles being driven. This amounts to nearly half of the contract time. Can this be reviewed and reduced or eliminated if possible? Thanks.	No change in the contract period can be made this late in the letting process.	2013-02-18 09:55:31
February 19 <sup>th</sup> 2013	024	The start date for this project is 7-08-13 but the Topeka Shiner restriction is in place until 7-31-13. How are we to address this conflict in dates?	The 7-08-13 date is a Late Start Date. If the Topeka Shiner restrictions impact the contractors desired schedule than construction could/should be commenced prior to the Late Start Date.	2013-02-13 18:36:01

February 19 <sup>th</sup> 2013	101	<p>This project specifies critical closure activity incentive or disincentive payments and No Excuse Road Opening bonus items. Based on these requirements shouldn't proposal note 500.12 that deals with accelerated work schedules be added? Along this same line, Waterloo has a night time noise ordinance. Has the IDOT acquired a variance for this project? If not will the IDOT do this before the bid opening?</p>	<p>Note 656.0184 is specified on the proposal. This note says: "Section 1111 of the Standard Specifications for Incentive/Disincentive (I/D) for early completion shall apply to this project...." The last sentence of 1111.02 B. says: "The Contractor may work any days and hours within the critical closure activity." Therefore the contractor may work during the night time if they choose to do so. It doesn't appear that note 500.12 needs to be added to the proposal because by section 1111 the incentive/disincentive provision allows the contractor to work 7 days/week 24 hrs. per day (including holidays) if they choose to do so. I talked to Mark Callahan and for the project from Hudson to Hwy. 20 of which a portion is within the Waterloo City limits, he had sent a letter to Eric Thorson requesting the city noise ordinance be waived for that project. The city responded by waiving the ordinance. <b>THE ANSWER THAT THE CITY HAS WAIVED THE NOISE ORDINANCE WAS IN ERROR. A CORRECT ANSWER IS STILL PENDING AND WILL BE POSTED HERE WHEN IT IS DETERMINED.</b>In a follow-up, the Council approved the variance to the noise ordinance for 24/7 work on the Highway 63 project.</p>	2013-02-07 09:43:07
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February 19 <sup>th</sup> 2013	101	<p>We would request that you please review the assigned calendar days on this project. It appears to us that you could have at least fifteen (15) different subcontractors performing work on this project. Please also closely examine the type of work required on this contract. Different types of work are listed below. 1)Grading-with topsoil over 38,000 cy, 109 stations of shoulder 2)Base work-over 15,000 cy 3)Patching 4)Detour paving 5)5,180 lf of sanitary sewer and 25 manholes 6)More than 10,500 lf of storm sewer, 19 storm manholes and 107 intakes to work on. 7)Over 5,000 lf of storm sewer and sanitary sewer pipe to remove. 8)Over 10,000 lf of subdrain 9)Concrete trail work 10)Sidewalk, drives 11)Curb and gutter and parking lot work 12)Special curb. 13)Brick sidewalk and medians. 14)Fence work 15)Electrical, including permanent traffic signals and 15 temporary signals. 16)Over 4900 lf of water main work 17)Limestone blocks and monuments.</p> <p>18)Erosion control including 350 trees. The proposed calendar days do not properly address the difficulty of the project or the amount of work that must be done by the numerous different crafts, many of which do not overlap. For example, SP122-001 includes a requirement for an intersection mock up of the brick work. The engineer and city then have the opportunity to review the mock-up and decide if changes should be made. Have additional calendars days been added for this provision? Likewise, the estimate reference information for items 115-121 states that the pavement must cure for at least four weeks before grooves can be cut. Has this requirement been factored into the calendar days. Here is another one. The limestone block is required to sit for twenty-eight days before you can seal them. This will happen at the very end of a stage. Again has this requirement been factored into the calendar days specified for this project? Again,please review the calendar day assigned to this contract. Thank you.</p>	PLEASE SEE ADDENDUM 19FEB101.A05	2013-02-08 09:04:41
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<p>February 19<sup>th</sup> 2013</p>	<p>101</p>	<p>The original Highway 63 was built in 1962. One can only imagine the huge utility upgrade that is planned for this corridor. Along these lines please provide the proposed improvements and durations for each utility listed on sheet A.2 of the project plans. Does the IDOT have an agreement with the utilities to work extended hours and six days per week when they are on the controlling path? How is a contractor to schedule a calendar day project if the utility is the controlling operation? Specifying a calendar day project when the contractor has no control over utilities seems to unfairly push the delay risk to the contractor.</p>	<p>1. The utility companies were informed of the upcoming project at various meetings during the project development. 2. The MidAmerican Energy gas line which runs longitudinally along U.S. 63 has been relocated off the project. 3. The CenturyLink communications line which runs longitudinally along U.S. 63 has been or will be relocated off the project before the project begins. Removal of the duct bank, contents and vaults will be completed by the U.S. 63 construction contractor under this project. 4. We have not been advised of the plans by other utility companies. THE INFORMATION ABOVE WAS UPDATED BY THE FOLLOWING: We have received additional information from CenturyLink about their relocation schedule. It does appear that the original information we received from CenturyLink was erroneous. They have NOT relocated their lines yet; nor will they all be relocated prior to April 1, 2013. There are two CenturyLink lines which run longitudinally under U.S. 63, both of which consist of multi-way duct banks with vaults. Both lines are located under the existing northbound lanes of U.S. 63, and are shown on the plans. Here is what CenturyLink confirmed today regarding their plans and schedules for relocating their two lines: The CenturyLink facilities split into two duct runs south of the tracks. The westerly duct run which runs down the middle of the northbound lanes continues up to E. Donald Street. The easterly duct run which runs behind the curb of the northbound lanes runs up to Esther St., then turns east along Esther Street to the alley. The westerly duct will be clear of live copper and fiber by March 31, 2013. The easterly duct will not be clear until fall of 2013. CenturyLink also told us that their duct banks are shallow enough that they should not physically conflict with the 4 pipes which are being jacked under the railroad. However, the duct banks may partially span over the jacking pits and would need to be supported during construction.</p>	<p>2013-02-06 16:47:26</p>
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February 19 <sup>th</sup> 2013	101	Note 401-1 on plan sheet C.9 states that you must coordinate this project with the CN railroad crossing. What is their schedule? When will they be on the project and how long will it take? Since this is a calendar day project we need to know this information. Likewise, how can we coordinate our work with a project that hasn't been let? It seems like that is the tail wagging the dog. Again, since this is a calendar project and we don't know how to coordinate with a future project how can we build this risk into the current bid?	The Chicago Central and Pacific Railroad (CCP) is responsible for the railroad crossing improvements within the highway project limits. The CCP is developing those crossing improvements in coordination with the highway project. Inquiries regarding the crossing project, its schedule, its expected duration, or other details should be directed to the appropriate contact person identified in the Railroad Data Sheet.	2013-01-25 16:24:23
February 19 <sup>th</sup> 2013	101	Who will be performing the inspection on this project? AECOM or the IDOT?	The IDOT will be administering the construction contract.	2013-01-23 09:21:09
February 19 <sup>th</sup> 2013	101	The landscape plan on plan sheet U.1 has a requirement that all rocks larger than ½ inch must be removed for seeding areas. This specification seems much too stringent and almost impossible to attain. Please review this requirement.	PLEASE SEE ADDENDUM 19FEB101.A01	2013-01-25 14:24:48
February 19 <sup>th</sup> 2013	101	Please describe how the clay brick pavers can be installed from only one side of the pavement? Elevations constraints of 1/8" would seem to dictate that you be able to work from both sides of the median? The specification calls for screed rails. The current traffic set-up does not allow for working on both side of the median.	PLEASE SEE ADDENDUM 19FEB101.A01	2013-01-25 14:14:39
February 19 <sup>th</sup> 2013	101	Concerning note 3 "Traffic Control Plan" on page j.1, "As a minimum, any excavation left open overnight and any unattended area with a drop off exceeding 12 inches SHALL be fenced off". This implies that fence will be required the length of the project on both sides as pavement removal proceeds and is complete through such a time that the subbase reduces the drop off to ten inches. This will be required each day as the work day ends. Is this correct?	PLEASE SEE ADDENDUM 19FEB101.A01	2013-01-25 14:16:01



February 19 <sup>th</sup> 2013	101	SP-122003 "Limestone", page 5 of 5, D Graffiti Control, note 2 requires the first application of sealer "at least 28 days after completion of actual stone work". It also has a requirement to be at least 50 degrees at time of application and for eight hours following. This will be late year work and the temperature requirement is an issue concerning the potential for penalties. Can this "sealing" be performed at the location the "lettering and staining" is performed earlier in the year and prior to installation? This would also help the concern of the "markers" being "marked on" before the sealer can be applied. I understand that they are to be covered to protect them from rain, I am more concerned getting them sealed before someone with a can of spray paint gets to them.	PLEASE SEE ADDENDUM 19FEB101.A01	2013-01-25 14:16:44
February 19 <sup>th</sup> 2013	101	Clay Brick are specified and referred to on the plans as per the specifications. Where are the brick color and type specified for this project listed?	Refer to SP-122001 for Brick Pavers for the color and type specs.	2013-01-23 09:20:08
February 19 <sup>th</sup> 2013	101	Drawing U2/1 says if percolation test finds poor draining soils provide 9" x 6' plant well for drainage. Fill with septic rock, cover with fabric, and backfill. How do we get paid for this work. Is it per unit or ??	PLEASE SEE ADDENDUM 19FEB101.A01	2013-01-25 14:26:21
February 19 <sup>th</sup> 2013	101	Please check the pavement removal quantity for Item 850-Pavement removal. The Tab on C.12 does not refer to the Newell and Conger intersection, the W. Parker intersection, the side road at Station 95 LT, and the Donald Street intersection. Thank you.	The plan quantity does include these intersections. Refer to the "Remarks" column in Tab. 110-1 on Sheet C.12.	2013-01-23 09:34:27
February 19 <sup>th</sup> 2013	101	The special provisions section states decision number IA130001 as the predetermined wage rate. I can only find IA120001? If IA130001 prevails, where might this be found?	On BID EXPRESS under "LETTING" go to the "Pre-Determined Wage Rates" on the right hand column. You will find the current wage rate IA13-1.0.	2013-01-24 11:01:27
February 19 <sup>th</sup> 2013	101	Section 4170.09 Fertilizer B 1 2 calls for plant fertilizers that are typically for new turf plantings. Typical tree fertilizers would be Agriform Pellets or fertilizer packets formulated specifically for trees. This requirement is not correctly specified.	This is the current Iowa DOT specification. We recommend that they bid it as specified, and discuss this item at time of construction if they wish.	2013-01-24 10:09:37

February 19 <sup>th</sup> 2013	101	Regarding Plant List on U.10 Unable to locate #4 GIN Ginkgo Biloba Quantity 12 in 3" BB size. 2.5" to 3.0" is available. Is this acceptable	PLEASE SEE ADDENDUM 19FEB101.A01	2013-01-25 14:25:36
February 19 <sup>th</sup> 2013	101	Section 2611.04 D Payment Initial payment for plantings is 65% after planting, 10% the start of the second year + 5% when replacements are made, and another 20% at the end of the second year after replacements are made. Will retainage be held on these already minimalized payments	3% retainage is held on all items until the maximum of \$30,000 is reached on the entire contract. The prime contractor determines how the retainage is assigned to individual items.	2013-01-24 10:56:26
February 19 <sup>th</sup> 2013	101	Section 2611.05 E Is the contractor expected to water trees and shrubs during the 2 years of warranty?	The specifications Section 2111.03.B.2 addresses this question.	2013-01-24 09:51:59
February 19 <sup>th</sup> 2013	101	Please review the extreme amount of subcontract work on this project and consider adding note 660.26 that addresses Specialty Items. At a minimum it appears that the lighting, electrical, and traffic signals fit this description. We believe that the brick work, limestone, benches, and trash receptacles also fit this description. Thanks you.	PLEASE SEE ADDENDUM 19FEB101.A01 Traffic signalization was made a specialty item, the others were not.	2013-02-01 16:21:08
February 19 <sup>th</sup> 2013	101	We submitted an earlier question about specialty items. Please also consider adding the special curb required to perform the brick work and shrub and tree plantings. Thank you.	No these will not be added as specialty items for this project.	2013-02-01 16:18:55
February 19 <sup>th</sup> 2013	101	Landscape Materials Sheet U.10 Item #4 GIN Ginkgo Biloba 3" cal are uavailable. They are available in 2.5"-3.0". Is that size acceptable?	PLEASE SEE ADDENDUM 19FEB101.A01	2013-02-01 16:17:44

February 19 <sup>th</sup> 2013	101	<p>Would you allow the installation of steel casing beneath the RR tracks instead of the arch pipe? What are the flow requirements of the storm sewer lines running beneath the railroad tracks? Trenchless construction of arch pipe is very uncommon, especially in this part of the country, and at these sizes without being able to install within a steel casing because of clearances, it's almost impossible, but definitely going to be costly. I understand the arch pipes specified are equivalent to 36" and 42" round pipe, however if the requirements at these locations only need 24" or 30", respectively, such as the pipes just up the line from where these are located, or even 30" and 36", respectively, steel casing would be a much more cost effective alternative and would definitely suffice with the RR requirements. I strongly urge you to review and reconsider this design.</p>	<p>After receiving this response from Robinson Engineering (the storm sewer design firm), we suggest that the contractor bid the project as-designed. If they wish to propose changes at time of construction, the DOT specs allow value-engineering proposals to be considered. Contractors should also be aware that the existing railroad crossing permit is based on the current design. For any VE changes, the contractor would be responsible for the time and cost involved with modifying the RR permit.</p>	2013-01-25 12:07:47
February 19 <sup>th</sup> 2013	101	<p>SP 122001.02 ,2.01 C Brick Paver Type 1. Would The Belden Brick Company be considered as an approved manufacturer of clay brick? Where should samples be sent for approval? Color would be Admiral Full Range from Belden's City Line Paver Series. It is available in the size and texture required.</p>	PLEASE SEE ADDENDUM 19FEB101.A02	2013-01-31 16:46:13

February 19 <sup>th</sup> 2013	101	Why is the fiber optic and conduit paid as part of the electrical circuit item? All the specifications are in the Traffic Signal item and is for the traffic signal. So why is it not part of the signal item? Are RM-40 connector kits to be used on this project? If so where is the tab showing them? Is the fiber to be a 72 count fiber instead of a 74 that they don't make? Are fixture to be included on Bid item 1040. If so are they to be ones that are specified in the traffic signal provisions? Could a one line diagram be given for the lighting cabinets on bid item 1070?	PLEASE SEE ADDENDUM 19FEB101.A02 For Fiber Optic Cable Fiber Strand Count. The designers decided to separate the fiber optic cable and conduit system from the traffic signal bid item because of the long runs between the signal locations, and felt that the electrical circuit bid item was appropriate for a circuit run such as this. The table on Sheet N.13 states how each item will be paid. For the traffic signal wiring, refer to Page 12 of SP-122004 for Traffic Signalization, which requires twist-type connectors in the transformer base of all traffic signal poles. For the lighting system, Iowa DOT Standard Road Plan RM-34B specifies the type and number of RM-40 connectors required at each light pole base. No tabulation is necessary because RM-34B provides the necessary details. As per Iowa DOT Standard Specifications, Section 2523.05.A, the luminaire fixtures are included in Bid Item 1040 (Lighting Poles). The type of luminaire fixture is specified in SP-122004 for Traffic Signalization, Section 2.x. Refer to Standard Road Plan RM-36 for a wiring diagram for the lighting cabinets.	2013-01-31 16:44:26
February 19 <sup>th</sup> 2013	101	On the traffic and general lighting poles you show a 12' radius davit. Is this a mandatory radius or just used for example? At least one manufacturer doesn't have 12' radius tooling.	PLEASE SEE ADDENDUM 19FEB101.A04	2013-02-15 15:42:59
February 19 <sup>th</sup> 2013	101	The staging notes on J.1 state that the "Existing pavement shall be left intact at least six feet beyond the edge of the active traffic lane." Could this be modified to leaving three feet of the existing pavement/median and a three foot earth platform intact which would serve the same purpose? To accomplish the original intention of the J.1 statement a saw cut would have to be made for the entire length of the project. Tab 110-1 on C.12 fails to list this saw cut. If the modified request is granted most of the paving could be removed to the median area and a three foot earth shoulder placed. This would eliminate a large amount of the incidental saw cut.	SEE ADDENDUM 19FEB101.A03	2013-02-01 16:29:28

February 19 <sup>th</sup> 2013	101	Please review jointing for the side roads in the L sheets. L-2 and C.D. joints shown for some areas 6" and 7" paving. Other 6" and 7" paving areas show L-2 and C joints. Thanks.	PLEASE SEE ADDENDUM 19FEB101.A02	2013-01-31 16:47:01
February 19 <sup>th</sup> 2013	101	Please check the railroad contact number listed in the proposal, thanks.	PLEASE SEE ADDENDUM 19FEB101.A03	2013-02-01 16:28:16
February 19 <sup>th</sup> 2013	101	Please consider Phillips/HADCO as an acceptable alternate on the decorative pedestrian lighting units for this job. They offer similar fixtures and poles to those specified?	There is not enough information to evaluate this request. It is possible that Phillips/HADCO may produce an acceptable alternative, but it would need to closely match the drawing on Sheet N.12, including a tapered pole. To evaluate requests for alternative light poles and fixtures, the contractor should submit a photo or drawing of the actual pole/fixture assembly, along with the technical data.	2013-02-06 15:57:35
February 19 <sup>th</sup> 2013	101	Are C.D. joints required for bid items 0160 and 0170? Thanks.	CD joints are required where shown on the plans, which includes some of the 7" pavement. The plans do not show any CD joints on the 6" pavement.No plan changes or addendum are required for this item.	2013-02-01 16:15:17
February 19 <sup>th</sup> 2013	101	Would the owner consider adding DS-12027 non-destructive thickness determination?	Based on this review, DS-12027 will not be added to the project.	2013-02-06 16:51:49
February 19 <sup>th</sup> 2013	101	The plans state that backfill under primary roads shall be Class A crushed stone. Does this include the storm directly behind the back of curb, or is this considered out side of the roadway?	The general note No. 301-10 on Plan Sheet C.9 states that the note applies to "installations and removals that fall under US 63". This note does not apply to installations beyond the roadway, such as the storm sewer directly behind the curb. Backfilling of installations beyond the curb would be covered by the Standard Specifications.	2013-02-06 16:01:53

February 19 <sup>th</sup> 2013	101	Could you clarify how the removal and replacement of the sanitary and water lines that cross Hwy 63 will be sequenced through the various stages?	The construction means and methods will be determined by the Contractor. In general, the plans show which areas of the project can be opened up during each stage. Pipes which cross the road may need to be staged in halves along with the road work. For the water mains, the project includes a temporary water main which will accommodate temporary water service connections during construction. For the sanitary sewers, many of the properties formerly served by the U.S. 63 sewer have been purchased and demolished, and will not require new sanitary sewer services. Some of the existing properties have not been purchased and will require continuous sanitary sewer and water service.	2013-02-08 15:42:50
February 19 <sup>th</sup> 2013	101	Per note 301-10 sanitary sewer and water installation that fall under HWY 63 must be backfilled with class A rock will this included the pipe that falls in between the sidewalk and the HWY? The pipe will not be under the pavement per the drawings however it will be directly adjacent to both the new HWY and the new sidealk.	The general note No. 301-10 on Plan Sheet C.9 states that the note applies to "installations and removals that fall under US 63". This note does not apply to installations beyond the roadway, such as the sanitary sewer and water lines directly behind the curb. Backfilling of installations beyond the curb would be covered by the Standard Specifications.	2013-02-08 15:45:16
February 19 <sup>th</sup> 2013	101	Can you provide a copy of the railroad right-of-entry permit for the jacked pipe?	PLEASE SEE ADDENDUM 19FEB101.A05	2013-02-08 15:31:06
February 19 <sup>th</sup> 2013	101	In the staging notes it calls for Emergency vehicle preemption to remain operational at Esther Street. There is not preemption there now so does it have to be added to the temporary traffic signals?What is expected for vehicle detection at Esther street and Parker Street?Is the video detection at Donald Street and Conger Street need to work thru out the project? If so is the contractor responsible for the need zone changes?	PLEASE SEE ADDENDUM 19FEB101.A07	2013-02-14 09:24:45
February 19 <sup>th</sup> 2013	101	Item 1070 Lighting control cabinet is to be a RM-36. An RM-36 has only 4 circuits not the 12 that are in these. We need a one line to show how these lights are to work. There is no time clock in an RM-36 so are the road lights and the ped lights to stay on all night? What size breakers are needed? What size service is needed.	PLEASE SEE ADDENDUM 19FEB101.A06	2013-02-12 14:08:36

February 19 <sup>th</sup> 2013	101	Three brick have been specified; however, Boral Brick is unable to make brick. Glen-Gery's Bigler plant makes a brick that would be perfect for your application in color, size, texture, edge treatment, etc. This brick greatly exceeds all testing requirements and could prove to be a good value, impacting your overall project total. Please advise on proper steps to take to submit more information to allow a Glen-Gery brick to also be specified for this project. Thanks!	The contractor needs to submit a proposed alternative and includes the necessary product name/number, catalogue cuts and specification info, to the Office of Contract, at Iowa Department of Transportation, 800 Lincoln Way, Ames, IA 50010 for review.	2013-02-08 15:28:40
February 19 <sup>th</sup> 2013	101	LED Luminaires P and L are requiring photo controls. The specification in documents do not mention the need for specific photo controls to handle high in-rush seen with LED luminaires. Please review Dark To Light part #DSS124 at <a href="http://www.darktolight.com">www.darktolight.com</a> . Regards, Ron Feigl	It is the contractor's responsibility to provide equipment which meets the requirements of the specifications and which results in a fully functional lighting system.	2013-02-08 15:41:25
February 19 <sup>th</sup> 2013	101	A 50' pole is need at Newell street Street for the wireless communication system per not 29 on page N13. What is the pole to be wood, steel, footing, no footing?	The plans and specifications require a wireless communication system, but do not specify a pole height. The intent of the plans was for the communications antenna be placed on an extension from the signal pole luminaire location, but final design details are the responsibility of the contractor, per SP-122004, Section 2.v.	2013-02-08 15:40:12
February 19 <sup>th</sup> 2013	101	For the temporary traffic signals on Conger, Parker, Esther, Dale and Donald. Do Pedestrian signals need to be maintained at any of the intersections, in any or all stages? Can the EXISTING controllers be to operate the temporary controllers.	PLEASE SEE ADDENDUM 19FEB101.A07	2013-02-15 15:45:30



February 19 <sup>th</sup> 2013	101	<p>Note on Sheet c.6 call for new wood pole and cable, and signal components. Is all the temporary signal equipment to be new or can existing equipment be relocated? Have any plans been developed by the City or Engineer to show proposed power source for the Traffic Signals and control cabinets? Are more detailed drawings available for the signal intersections that show handhole loactions? The handhole station numbers are not in the intersection and no conduits are shown to the handhole loactions. The RM-38 junction box at each intersection will have 12 four inch conduits from the controller to the handhole, including three FOUR inch from the interconnect and street crossings plus TWO 2" Conduits for street crossings. This junction box is 15"x27". All Signal bases will have 3- Four inch conduits and 3 Two inch conduits to fit inside the bolt circle of the signal poles. As I see it all conduits terminate at the pole base. There will note be enough room for all conduits.</p>	<p>PLEASE SEE ADDENDUM 19FEB101.A07 *** 1. In the Estimate Reference Information for Bid Item No. 123, replace the third last sentence with the following: New or suitable used wood poles and span wires will be required at Esther Street, and at other intersections where temporary poles are needed. Traffic signal components can be new or used components that meet the operational and MUTCD requirements. Portions of the existing traffic signal installations can be used for the temporary traffic signals provided that the specified layouts and operation are maintained.2. No detailed plans have been developed for the power source or cabinet details.3. Handhole locations are shown on the N-series plans at each intersection. Some of the handholes are located on the loop detector runs away from the intersection.*** 4 and 5. Add the following note to the General Notes on Sheet N.13 of the Plans: At new control cabinets, it will be permissible to run conduits directly from the control cabinet base to the traffic signal poles, pedestrian push-button poles, loop detector runs and interconnect cable runs, without running these conduits through the adjacent handhole.5. The specifications call for transformer bases on all traffic signal poles, as shown in the Plans, Sheet N.12, and as described in Section 2.j of Special Provision 122004. The transformer base should be adequate to accommodate the conduits specified.*** Items 1 and 4/5 above were changed by the addendum.</p>	2013-02-14 10:22:04
February 19 <sup>th</sup> 2013	101	<p>Holophane Lighting has submitted for evaluation for acceptable alternative for Pedestrian pole/luminaire and roadway luminaire. Please advise if material is approved for project. Regards, Ron Feigl</p>	<p>PLEASE SEE ADDENDUM 19FEB101.A07</p>	2013-02-14 10:13:27
February 19 <sup>th</sup> 2013	101	<p>The answer about the status of the existing utilities has been modified. It is now obvious that there is a major utility conflict with CenturyLink. Based on the answer provided by the IDOT we again request that additional calendar days be added to the contract period. The designated contract period is not sufficient to build a project of this magnitude.</p>	<p>PLEASE SEE ADDENDUM 19FEB101.A05</p>	2013-02-14 17:49:41

February 19 <sup>th</sup> 2013	101	Based on the ADDITIONAL INFORMATION you have added to the utility question, is it possible to build the south end of the project (stage 5) if the telecommunications are "shallow", "the easterly duct runs behind curb of northbound lane" and "will not be clear until fall of 2013". Remember the calendar days run out September 27 (before fall arrives). It appears these utilities will be "in the grade and shallow". Additionally what type of support / engineering will be required to support the duct banks during the pipe jacking (during this \$15,000 per calendar day site).	The approximate location of the telecommunications ducts are shown in the Plans. The telecommunications ducts under U.S. 63 extend from Parker Street to the north. South of Parker Street, the telecommunications ducts will not be present. Between Parker Street and approximately Station 109, the new Stage 5 construction is mostly behind the former right-of-way line and should not conflict with the telecommunications ducts. From Station 109 to the railroad, the new Stage 5 pavement should be above the telecommunications lines. It will be the contractor's responsibility to provide support for any live utilities that are present in the jacking pits or other excavations, similar to any other underground work.	2013-02-14 09:22:11
February 19 <sup>th</sup> 2013	101	The supplier of the wireless communications system has concern that an extension on the signal pole will not be able at the 50 foot height necessary for the system to operate correctly. A 50' pole will be needed to attach the antenna, will a wood pole be acceptable or will a Steel pole to match the signal poles be required?	PLEASE SEE ADDENDUM 19FEB101.A08	2013-02-15 15:37:51
February 19 <sup>th</sup> 2013	101	Where will the temporary connection be made for the storm sewer installed in stage 5 on the west side of the road be made in order to drain the pipe until the stage 6 storm sewer on the west side of the road can be installed?	The temporary storm sewer connection details are listed in the table on Sheet M.18 of the Plans.	2013-02-14 09:23:46
February 19 <sup>th</sup> 2013	101	After stage 5A is completed in the fall of 2013, will winter free time (2013-2014) be allowed for any construction that does not impact traffic?	No, the contract period is calendar days, winter free time addresses working days and does not apply.	2013-02-14 17:54:45

February 19 <sup>th</sup> 2013	101	<p>I need clarification on the latest utility question / answer. Most of the plan pages that show the S.E.O.P. show "T1" going into the south east radius at the S.E.O.P. where it "vanishes" (page J.6 for instance). The utility update that was given earlier in the week stated that the "east" conduit was under the northbound curb, I assume as shown on J.6. If you are saying that south of Parker telecommunications WILL NOT be an issue we will take that to the BANK. North of PARKER you state that the utilities are below pavement grades, what about subdrain, storm sewer, and sanitary? It is also hard for us to establish cost / risk in supporting underground facilities that we have no details on. If the construction team has to construct shoring that is incidental shouldnt we have the opportunity to understand what we are supporting? We can't exactly go out and look at it. 2013 work is supposed to be complete by September 27, 2013 while being saddled with planning with the R.R. and a utility that took lessons from the R.R. Both of which the Department spent the last several years working with just to find out what they thought, in fact was not correct. Now we are being asked to bid the risk of either "failing to plan" or "planning to fail". GREAT.</p>	<p>On Sheet J.6, the "T1" line that enters the southeast corner of the Newell Street intersection turns east along Newell Street, and is located between the south curb and sidewalk as shown on Sheet J.6. The bend in this line is difficult to see under the sidewalk shading. To clarify this response: This response was in reference to the two main CenturyLink duct banks which are in the process of being abandoned by their owner. To the south of Parker Street, the information received from CenturyLink shows the two main duct banks continuing south along Logan Avenue as shown in Sheet D.2 of the Plans. Other utilities for which we have received record information are shown in the Plans. The accuracy of utility information is discussed in the DOT General Specifications, Section 1107.15. The depths of underground utilities were not included in the utility company records. The description of the duct banks that was received from the utility company is described in the Estimate Reference Information for Bid Item No. 172. The easterly line is the 6-way duct bank and the westerly line is the 4-way duct bank.</p>	2013-02-14 17:58:17
February 19 <sup>th</sup> 2013	101	<p>What kind of pipe is the 42" storm sewer that runs parallel to the railroad tracks? Assuming it is RCP, with a bell, the top of the 44" x 27" arch pipe is approximately 0.23' (2.76") higher than the bottom of the 42" storm sewer, and the 52" x 32" arch pipe has approximately 0.073' (0.876") of clearance. Is that what the design was intending?</p>	<p>The City of Waterloo does not know if the existing 42" pipe is a bell-and-spigot or tongue-and-groove jointed pipe. It was anticipated that the current design would provide adequate clearance between the pipes. The Plans (Staging Note 1.b under Stage 1, Sheet J.1), require that the 42" pipe be exposed at time of construction, before the jacking begins, and state that "if necessary, flow lines of new utility crossings will be adjusted."</p>	2013-02-14 17:59:23
February 19 <sup>th</sup> 2013	101	<p>The city of waterloo has two existing signal management software. Does the five intersections on this project need to be compatible. I the traffic signal video to meet the technical or the performance part of the specification?</p>	<p>Per section 2.v of SP122004, the technology shall be compatible with Waterloo's existing system, which includes their two systems. The video needs to meet all of the specifications.</p>	2013-02-15 17:26:53

February 19 <sup>th</sup> 2013	101	At least one of your primary pole suppliers is unable to meet the specific requirements for the Combination coating called for by addendum #7. It appears the addendum requires a liquid coat application yet the general heading calls for a powder coat top finish. Rather than dictating a manufacturer's process, we suggest requiring a 5 year warranty so the various manufacturers must stand behind thier product yet be allowed to utilize the systems they have in place.	Addendum No. 7 allows an additional option for the pole finish. Either the originally specified powder coat system or the liquid coat system in Addendum No. 7 is acceptable.	2013-02-15 15:47:23
February 19 <sup>th</sup> 2013	101	Do the ADA truncated domes have to be steel in the brick areas? What about the areas without brick? Could a grey Armor-tile or ADA Solutions product be used?	As stated in the Estimate Reference Information, that ADA truncated dome tiles must comply with SP-122001 (section 2.04). All of the allowable products are steel.	2013-02-18 09:10:00
February 19 <sup>th</sup> 2013	101	Will it be allowable to install the subdrain before the Modified Subbase is installed?	As long as the materials remain segregated and meet the specifications for each layer, the specifications do not state the required sequence of construction.	2013-02-18 09:11:32
February 19 <sup>th</sup> 2013	101	On the M Sheets (in specific sheets M.20-M.22) there is a note at the top that states for all bedding and backfill purposes under primary roads use material complying with Article 4120.04 Class A Crushed Stone. Is the contractor required to install full stone backfill on all storm sewer pipes falling under roads clear up to subgrade? If so does this also apply to any sanitary sewer or water main work? Also if so if the pipe falls behind the curb is it still a requirement when a part of the pipe excavation falls underneath the roadway?	General Note 301-10 on Sheet C.09 states that the granular backfill applies to storm sewer, sanitary sewer and water mains. As stated, the note applies to all backfill under U.S. 63. The note does not apply to pipes that are located behind the curb.	2013-02-19 09:18:38
February 19 <sup>th</sup> 2013	101	After stage 5a is done in the fall of 2013 may items that don't need lane closures be done if they are not listed as required to be done in those stages?	under review	2013-02-18 10:00:06
February 19 <sup>th</sup> 2013	101	Can the Subdrain be a single pipe?	The subdrains required by Standard Road Plan RF-19C and the Standard Specifications, Section 4143,01,B require slotted, corrugated polyethylene tubing.	2013-02-19 09:19:46
February 19 <sup>th</sup> 2013	101	Can the subdrain be single wall pipe?	under review	2013-02-18 13:28:05

February 19 <sup>th</sup> 2013	101	Are we correct in saying that the contractor is responsible to hire an independent testing firm to perform all compaction testing required with the sanitary sewer and water main installation?	Except as provided for Bid Items No. 6 and 7, which are covered by Developmental Specifications, the specifications do not require the Contractor to provide compaction testing of the sanitary sewer or water main trenches.	2013-02-19 09:51:56
February 19 <sup>th</sup> 2013	102	Will skewed C.D. joints be required? It looks like the existing pavement joints are not skewed. Where do the C.D. joints stop and the C.T. joints begin at the E.O.P. for 210th Street on sheet L.01? Also, what is a C.T.-2 joint? Thanks.	Please refer to ADDENDUM.19FEB102.A01	2013-01-30 14:43:23
February 19 <sup>th</sup> 2013	102	would it be acceptable to place subdrains before paving in areas where existing pavement is left in place?	under review	2013-02-18 14:40:15
February 19 <sup>th</sup> 2013	103	Page B.2 indicates the turn lane is 12' wide but tab 100-24 on C.10 indicates it's a 10' turn lane, which is correct?	The Minnesota south bound lane includes a right turn lane. The typical leading up to the turn lane shows 14' of 2% pavement. The typical showing thru lane and turn lane shows;----- 12' of 2%, 12' of 2% = 24' @ 2%. This could also be;----- -----14' of 2%, 10' of 2% = 24' @ 2%. Where the first typical dimensions to the edge of pavement, the second dimensions to the paint line, not the joint.	2013-01-23 09:18:44
February 19 <sup>th</sup> 2013	103	On the (10) project on page B.2 the curbed shoulder ends at 301+00, on page C.10 tab 112-9X it shows the curb shoulder ending at 301+95 which is correct?	Please refer to ADDENDUM.19FEB103.A01	2013-01-24 09:42:19
February 19 <sup>th</sup> 2013	103	In MN can the mainline that includes the turn lane be poured 28' wide then add the 10' turn lane?	Yes.	2013-01-24 10:59:58
February 19 <sup>th</sup> 2013	103	Is it possible to get an Excel spreadsheet of the Earthwork Tabs?	Please refer to ADDENDUM.19FEB103.A01	2013-01-24 09:42:49
February 19 <sup>th</sup> 2013	103	SP-120018, page 2 of 7, A.2. The last sentence reads "If this contract contains multiple highway and heavy wage determinations, there shall be only one standard of hours of labor and wage rates." Since (8),(10),&(14) are all one contract, how does the above sentence impact the majority of the project that is in Iowa under another wage determination? Does the MN wage determination only impact the portion of the project being constructed in MN?	Please refer to article 120018.01 in SP-120018	2013-01-24 09:53:43

February 19 <sup>th</sup> 2013	103	Please review Tab 100-24 on sheet C.10, it appears that several of the lengths listed don't match the stations.	Please refer to ADDENDUM.19FEB103.A02	2013-01-25 09:51:51
February 19 <sup>th</sup> 2013	103	Tab 102-5 on sheet C.9 details the existing pavement. The IDOT has included a disclaimer note that states that "multiple resurfacing projects of multiple areas may have resulted in variable thicknesses of HMA." Certainly the IDOT must have records that would tell a contractor what the average thickness of Highway 86 might be. Please provide more information. Based on the tab the thickness could vary from 6" (Paved in 1954) to 20" (If the roadway was not milled during any of the six projects between 1958 and 2005). We need more information than has been provided. Thank you.	Please refer to ADDENDUM.19FEB103.A04	2013-01-31 18:45:59
February 19 <sup>th</sup> 2013	103	The "Existing Pavement" table indicates that 16" of asphalt has been placed on this project since 1954. There is no information regarding whether any has been removed in that time. Are there any cores to indicate the current thickness of the asphalt?	Please refer to ADDENDUM.19FEB103.A04	2013-01-31 18:46:41
February 19 <sup>th</sup> 2013	103	Would the owner consider adding DS-12027 non-destructive thickness determination? Thanks	Please refer to ADDENDUM.19FEB103.A05	2013-02-06 15:52:03
February 19 <sup>th</sup> 2013	103	The typical sections for 100th St and Old IA 86 call out 6" of granular subbase. There is only 8 ft. and 9.9 ft, respectively, from the edge of slab to the hinge point of the embankment. This is not enough for stringline and a haul road. Will the contractor be allowed to haul on the granular subbase? (There is no subdrain at these locations.) If not, could it be changed to modified subbase?	under review	2013-02-18 10:01:54
February 19 <sup>th</sup> 2013	105	The proposal references GS12005. Where can this be found?	SS-12005 can be found on the Specifications web page. <a href="http://www.iowadot.gov/specifications/supplemental_specs.html">http://www.iowadot.gov/specifications/supplemental_specs.html</a>	2013-01-22 11:34:07
February 19 <sup>th</sup> 2013	105	Will skewed C.D. joints be required from station 27+00 to station 30+87.92 for bid item# 0120? Also, the jointing shown on sheet L.5 is contradictory to what is stated on sheet B.2 for bid item# 0120. Which jointing is correct? Thanks.	Please refer to ADDENDUM.19FEB105.A01	2013-01-30 15:54:55



February 19 <sup>th</sup> 2013	105	Item #4 topsoil is to be furnished by the contracting authority. Will it be delivered to the jobsite as needed, or is it in a stockpile that we have to load and haul to job-site? If we haul it, how far away from job-site is it? Thanks	Jones County will deliver the topsoil when requested by the contractor.	2013-01-30 14:41:39
February 19 <sup>th</sup> 2013	105	the full depth patch table shows there are subbase patches for all locations. how will those be paid for? there is no bid item.	Please refer to ADDENDUM.19FEB105.A02	2013-02-06 12:21:24
February 19 <sup>th</sup> 2013	105	The patch tabulation shows subbase under every patch but there is not a bid item for subbase. Thanks.	Please refer to ADDENDUM.19FEB105.A02	2013-02-06 12:18:25
February 19 <sup>th</sup> 2013	105	Are C.D. joints required for bid item 0120? Sheet B.2 states C.D. joints at 12' spacing, but sheets L.4 and L.5 state C joints unless otherwise shown. Which is correct? Thanks.	“C” joints to be used as called out on jointing detail sheets L.4 and L.5 on overlay areas and “CD” joints to be placed in transition areas where concrete thickness is 8” per Standard Road Plan PV-101 sheet B.2	2013-02-06 12:21:59
February 19 <sup>th</sup> 2013	107	There is a requirement for 3I concrete stone on this project, is this a mistake? Class 3 has been required for state highways in the past and would potentially save tens of thousands of dollars. Would you possibly reconsider this? Thank you.	Based on future traffic counts, particularly truck counts, it was requested by the Office of Construction to use 3I concrete stone for the concrete pavement on this project.	2013-01-25 14:27:38
February 19 <sup>th</sup> 2013	107	Page B.5 has the typicals of the detour pavement detailing stations and paving widths, Page C.14 also details stage 1 detour paving but gives different stations and widths. Are either correct?	Please refer to ADDENDUM.19FEB107.A01	2013-01-31 16:41:34
February 19 <sup>th</sup> 2013	107	The last several times we had projects in N.W. Iowa that called for RH-6 railroad approach sections the railroad would not permit us to place the reinforced concrete section next to their ties. They wanted an approximate 5'-6' in ACC so if they had to maintain the track in that location they would be removing ACC not reinf concrete pavement. Could you please check? Thank you.	The Office of Rail Transportation responded by saying that the RH-6 specification calls for matching material of the roadway surface and that you should not mix materials to prevent any rutting or shoving that may occur up to and next to the tracks. Since proposed pavement on C-44 will be PCC pavement, the approach should be PCC. It doesn't take the railroad a lot to maintain the tracks at the C-44 crossing, so they will be there infrequently in comparison to having the surface deteriorate by mixing materials.	2013-01-25 14:30:05
February 19 <sup>th</sup> 2013	107	For the PCC alternate on the paved shoulders, a BT-1 or BT-3 longitudinal joint is specified. Will a modified BT-1 that utilizes a #4 X 36" bent bar be an acceptable substitution?	Please refer to ADDENDUM.19FEB107.A01	2013-01-31 16:43:15



February 19 <sup>th</sup> 2013	107	Would the owner consider adding DS-12027 for non-destructive thickness determination ? This question would also apply to other jobs in the letting including 101, 103, and 108. Thanks	Please refer to ADDENDUM.19FEB107.A02	2013-02-06 15:51:08
February 19 <sup>th</sup> 2013	107	Is there a milepost = station equation to help figure out existing pavement depth at the proper stations ? Also can someone check the removal of pavement tab; some lengths versus areas don't make sense. Thanks	Based off of AS-BUILT plans, the BOP is at approximately MP 112.18 and the EOP is at approximately MP 113.01. Also, please refer to ADDENDUM.19FEB107.A02	2013-01-31 18:47:33
February 19 <sup>th</sup> 2013	107	Do the structures/buildings set for demolition contain any hazardous material, specifically asbestos? We cannot find information that they do, but wanted to confirm. Thank you.	Parcel 11 does not contain asbestos. The Iowa DOT will inspect the rest of the structures/buildings and remove any asbestos found before May 1st.	2013-02-12 14:06:45
February 19 <sup>th</sup> 2013	108	Are CD joints required in the auto parking lots? The notes for the typical sections on page B.3 indicate otherwise.	The Joints listed in the typical section relate to the Integral curb detail not the parking lot joints themselves.	2013-01-31 15:15:04
February 19 <sup>th</sup> 2013	108	The typical sections note cd spacing on the ramps at 20' while the L sheets indicate 15' spacing. Is 15' the correct spacing?	The joint spacing for the ramps is 20'. However, the spacing within the parking lot is a maximum of 15'.	2013-01-31 15:16:02
February 19 <sup>th</sup> 2013	108	Truck parking lot typical indicate C joints and L-2/KT-2 joints while the L sheets show CD joints and L-3/KT-3 joints. Please clarify, thanks.	The Joints listed in the typical section relate to the Integral curb detail not the parking lot joints themselves.	2013-01-31 15:10:47
February 19 <sup>th</sup> 2013	108	For the PCC alternate on the paved shoulders, a BT-1 or BT-3 longitudinal joint is specified. Will a modified BT-1 that utilizes a #4 X 36" bent bar be an acceptable substitution?	The Contractor may substitute a #4 X 36" bent bar for the longitudinal joint on the PCC alternate for paved shoulders.	2013-01-31 15:17:05
February 19 <sup>th</sup> 2013	108	Can electronic files be made available for bidding purposes?	Electronic files for this project are now available for download from the Contract's Current Letting Web Page.	2013-01-31 15:18:21
February 19 <sup>th</sup> 2013	108	when is the anticipated letting date for the rest area buildings(MN-035-4(166)- - OE-77)?	A letting date is not set yet but it is anticipated to be in March 2013.	2013-01-31 17:01:19
February 19 <sup>th</sup> 2013	109	Please consider adding items for Payment Adjustment Incentive/Disincentive for PCC Pavement Thickness and PCC Pavement Smoothness. Adding these items tremendously helps in the project close out process. Thank you.	Items for Payment Adjustment Incentive/Disincentive for PCC Pavement Thickness and PCC Pavement Smoothness will not be added to the proposal. If the need for these items are determined to be appropriate or needed for the project during construction, the items will be added per change order.	2013-02-06 16:00:01

February 19 <sup>th</sup> 2013	109	So this appears to not have subgrade prep under the pavement prior to the placement of modified subbase. Can ready mix trucks drive on placed modified to access the paver? Looks like no haul road is anticipated. Also appears to be chart A smoothness. Any comments on my observations would be helpful.	under review	2013-02-19 09:49:31
February 19 <sup>th</sup> 2013	109	There is no item for subgrade preparation are we to incorporate this into a different item or will a change order be issued for this work scope?	under review	2013-02-19 09:49:59
February 19 <sup>th</sup> 2013	109	Can we drive on the modified subbase once it is placed for placement of additional granular material as well as PCC placement? If not will an item/change order be issued to make a temporary shoulder or ledge for the trucks to drive on and place material from the side?	under review	2013-02-19 09:50:28
February 19 <sup>th</sup> 2013	111	Can we please have a bridge approach tabulation for this project. Thanks.	no.	2013-02-15 16:59:01
February 19 <sup>th</sup> 2013	111	What is the thickness on the bridge approach sections? Rk-18 states that thickness is the same as is required for remainder of project pavement which will not work the reinforcement called for on the standard.	per RK-18, 'T' is same thickness as is required for remainder of project pavement' which is 9" thick.	2013-02-15 16:58:17
February 19 <sup>th</sup> 2013	111	Item 1 is for type B shoulders and item 2 is for scarification of existing surface. Item 1 says material for it to come from item 2; item 2 says at least half used for item 1. Can all of item 1 be milled asphalt ? If so can it be used directly from mill so it can be dumped directly on the shoulder from the mills, assuming geometry leaves adequate space to pave, instead of being handled and/or processed multiple times ? Also are there some tabs of shoulder widths and driveways to use for calculation purposes to verify quantites and help determine if there is adequate width to put the millings on the shoulder pre-pave? Thanks	Item (1) must be a mixture of a material consisting of 50% millings from item (2) and a material that meets the specifications of Section 2121 for Type B granular shoulders, as stated in item (2). The shoulder material will have to be mixed with an aggregate off the road and applied after paving.	2013-01-31 18:49:25
February 19 <sup>th</sup> 2013	111	Estimate reference for item 2 indicates surface prep is incidental. Is there something other than scarification and brooming before overlay that will be required, since this is an unbonded overlay ? Thanks	The only surface prep required is that loose material is removed prior to the unbonded overlay	2013-01-31 18:48:37

February 19 <sup>th</sup> 2013	111	The estimate information indicates milling an avg. of 3.5" of the existing 5.5" of HMA. Is it anticipated that the remaining pavement structure will hold up to mix hauling during the PCC paving operation? If it doesn't hold up, what would be the remedy and who would be responsible?	The existing roadway is a nominal 5.5" with a 6" Asphalt treated base. In addition the roadway has large areas of HMA strengthening in depths from 1" to 2". Milling will be marked based on the new PCC profile. Areas of the thicker HMA pavement may see a deeper amount of milling, some areas will only see 1.5" of milling. It is anticipated that there will be a minimum of 3" of HMA over a 6" asphalt treated base remaining after milling. Any areas that show distress and need of repair would be repaired with a work order. The repair would be a full depth PCC patch.	2013-02-15 15:57:39
February 19 <sup>th</sup> 2013	112	Can we please have a bridge approach tabulation for this job. Thanks.	under review	2013-01-28 15:59:23
February 19 <sup>th</sup> 2013	112	On sheet C2 there is a typical in the lower right detailing use of M-mix at intersections (item 0070). The estimate reference info indicates there are 4 of these and then the last 155' at the east end. The typical shows 2 KT-2 joints, transversely, at a 30' spacing indicating the need to place 2 headers at each of these locations. Normally on "Iowa special" type county work the mix is just switched to M-mix as you pave through the intersection, maintaining paving progress and continuity. Does the owner actually want gaps at each of these intersections like the typical indicates, or can we switch to m-mix as we go through the intersection closing it for 48 hours plus or minus (perhaps faster with maturity) ? Thanks	The intersections are paved with M-Mix to allow the intersection to be closed for the shortest possible time. If the contractor would like to approach the paving in such a way that allows a switch at the intersection, that would have to be discussed as an option after the letting. Joints were placed to represent the separate placement of m-mix at the intersections.	2013-01-31 18:50:19
February 19 <sup>th</sup> 2013	112	A question was asked and answered about the details for M-mix at the intersections. It shows a KT-2. Shouldn't this be a DW joint if a header is actually required ? Thanks.	The intersection joint will be allowed to be a DW Joint.	2013-02-06 16:03:22
February 19 <sup>th</sup> 2013	112	Shouldn't there be an item for earth shoulder finish, based on the volume of the earth that comes from the subgrade in the class 10 item, that will be the platform for the granular shoulder? Thanks	Project shall be bid as designed.	2013-02-12 14:07:48
February 19 <sup>th</sup> 2013	112	Are the crash cushions attaching to the thrie beam on bridge or end posts? If it is the end posts what is the thrie beam attaching to?	The C10 x 15.3 Channels are incidental to item 11. The impact Attenuators are to be attached to the guard rail. Bid transition sections as per plan.	2013-02-15 16:48:29

February 19 <sup>th</sup> 2013	112	Does the Bid Item for Steel Beam Guardrail include the C10 x 15.3 Channels? Are the Impact Attenuators to be attached to the guardrail or to the end posts? Will the 4 Barrier Transition Sections be needed since there is no W-Beam Steel Beam Guardrail? Thank You.	The C10 x 15.3 Channels are incidental to item 11. The impact Attenuators are to be attached to the guard rail. Bid transition sections as per plan.	2013-02-15 16:33:43
February 19 <sup>th</sup> 2013	151	Is alignment and control point information going to be given?	Refer to Addendum 19FEB151.A01.	2013-01-31 18:44:49
February 19 <sup>th</sup> 2013	151	On Sheet B.4 typical 3206-G it appears that the widening on the left should be 10'8" and widening on the right isn't needed. This would also change the per stations square yards to 116.66. Is that correct?	The typical, 2306-G on Sheet B.4 has been reviewed. We concur that 10'-8" should be used as the widening on the left. 9'-3" was used for the calculations. There may be some widening needed on the right side as the edge of the existing pavement is not consistent and therefore there may be locations where some widening is warranted. The additional quantity of widening is less than 0.6% of the total quantity. There was contingency widening in the calculation of the plan quantity therefore a correction is not necessary.	2013-01-31 16:40:24
February 19 <sup>th</sup> 2013	151	Estimated Project Quantities call out for Steel Beam Guardrail End Anchor, Thrie Beam on Ref. No. 58 which is a BA-204. Tabulation on Sheet C.6 shows a End Anchor, Bolted BA-202. Please clarify which is needed.	Refer to Addendum 19FEB151.A02.	2013-02-06 16:53:03
February 19 <sup>th</sup> 2013	151	Item #220 Removals, As per plan. What is this referring to? I could not find a tabulation or any information in the reference information sheets.	The Item # 220 Removals is in reference to the work at the box culvert extensions and is referenced under "Removal Notes" on Sheet V.1. This will also include the removal of the Catch Basins at Sta 125+72 (Sheet D.22) and Sta 127+49 (Sheet D.23).	2013-02-12 14:09:43
February 19 <sup>th</sup> 2013	151	Item # 12 calls for 470 SY of 8" PCC pavement widening. The only widening that I can find is on page B.3 detail 3206-E Modified 77.8 sy. Where is the remainder?	The quantity of 77.8 SY shown in detail 3206-E Modified on Sheet B.3 is a per station quantity; therefore the estimated quantity of 470 SY is the amount of widening from Station 125+70 to Station 131+20.	2013-02-18 14:38:26
February 19 <sup>th</sup> 2013	153	Looking for the Eligible bidders list for BO 153 - Boone County	Qualified Bidder List can be found on the Bid Express website. It is more specifically located on the right-hand side of the web page on the Lettings Tab ( <a href="http://www.ia.bidx.com/lettings/qualifiedbidderslist.pdf">http://www.ia.bidx.com/lettings/qualifiedbidderslist.pdf</a> ).	2013-02-06 16:47:42
February 19 <sup>th</sup> 2013	156	How are the valve box adjustments listed on page C.01 being paid for?	Per the Estimate Reference Notes on Sheet C.01, valve adjustments are included with the HMA paving items.	2013-02-18 13:32:22

February 19 <sup>th</sup> 2013	156	Of the 9 manhole adjustments, how many are sanitary?	The types of manholes are not provided in the contract documents. Bidders are encouraged to base their bid on the most cost effective way to perform the work with the information provided.	2013-02-18 13:31:46
February 19 <sup>th</sup> 2013	157	Please check stationing for Crawford - Carroll county on page B.1 Typical 7152. Think line for side should be R or L not both? Thanks	Refer to Addendum 19FEB157.A01.	2013-02-15 16:03:15
February 19 <sup>th</sup> 2013	158	Looking at plan sheet C.4, the standard road plans do not show Traffic Control Standard TC-418. US 20 is a four-lane divided highway and there should be lane closures while resurfacing the lanes. Will you be issuing an addendum to address this?	Refer to Addendum 19FEB158.A01.	2013-02-18 08:51:59
February 19 <sup>th</sup> 2013	158	Does the Asphalt Binder for the Full Depth Patches need to be PG 70-28 or just a standard Asphalt Binder type?	Per specs, PG 64-22 should be used.	2013-02-15 12:26:24
February 19 <sup>th</sup> 2013	159	There are 8 RF-19C outlets required in the remarks on the List of Subdrain Work on sheet C.5. There is not a bid item for these and it does not say they are incidental. Could you check this item please?	Since all of the 8 intakes are constructed intakes, there is a note on Plan Sheet B.2 under the Notes (note #2) which indicates that this item would be incidental to the construction of the intakes.	2013-02-18 09:06:51
February 19 <sup>th</sup> 2013	159	in the estimate reference information you mention components of the storm structures to be cast in place; can the base and walls be pre-cast structures?	Yes, per Note No. 10 on Plan Sheet B.2.	2013-02-18 09:06:10
February 19 <sup>th</sup> 2013	159	How is the Storm Manhole on sheet D.3 sta. 115+60.41 paid for, there is no pay item for this. It is listed on the table on sheet C.5 as MH1. Are we installing a new manhole in this location? Please Clarify.	There is no bid item for the storm manhole. A storm manhole will be added by extra work order after award of the contract.	2013-02-15 16:02:05
February 19 <sup>th</sup> 2013	161	For Item #8, Proposal states Base Course HMA and Plan Sheets indicate Intermediate. What should it be?	See ADDENDUM.19FEB161.A01	2013-02-18 09:04:32
February 19 <sup>th</sup> 2013	163	Should there be a bid item for subdrain outlets? If so, the quantity for the subbase for patches may need to be altered. Thanks.	We do not have sufficient shoulder area to support subdrain outlets therefore they were not included as a bid item.	2013-02-12 08:52:34
February 19 <sup>th</sup> 2013	163	Can you verify the quantity is correct for bid item 100 on Project No. FM-C089(78)--55-89. This a 3.52 mile stretch of road with only 56.271 stations of paint.	quantity is correct	2013-02-13 11:22:29

February 19 <sup>th</sup> 2013	201	I have a few questions regarding the two projects MP-175-3(702)87--76-81 and MP-004-3(707)49--76-13: Is there a depression count for either of them? How many lbs/depression are estimated? How did you arrive at the estimated lbs/mile? What are your intentions/expectations in completing these projects (i.e. are you looking to level every depression or just the worst areas)?	under review	2013-02-05 14:56:18
February 19 <sup>th</sup> 2013	202	Can you please review quantities of Emulsified Asphalt for Microsurfacing?	The quantities of emulsion on these projects have been reviewed and the gallons listed have been verified as correct. These quantities were based on the mix design estimates listed in the reference notes. The gallons of emulsion were calculated assuming the aggregate would be spread at 20 lbs. per square yard and that the emulsion would be 12% of the weight of the aggregate. Both these estimates are at the high end of the specification limits, so that is perhaps why it appears the emulsion quantity is high.	2013-02-06 15:53:11
February 19 <sup>th</sup> 2013	202	Emulsion estimate is 12% of agg weight. $2782 \times 0.12 = 334$ 80154 gal @ 8.33/gal	The residual asphalt in the emulsion is to be 12% of the weight of the aggregate. In discussions with District 2 Materials Engineer, we decided to assume that the residual asphalt is approximately 63% of the weight of the emulsion. We also assumed a gallon of emulsion weighs 8.33 pounds. So, we obtained the gallons of emulsion on each project as follows: Project MPIN-35-2(719)185--0N-17 2035 ton aggregate x 2000 lb aggregate/ton aggregate x 0.12 lb residual asphalt/lb aggregate x 1 lb emulsion/0.63 lb residual asphalt x 1 gallon emulsion/8.33 lb emulsi 93,065 gallons emulsion. Project MPIN-35-2(716)175--0N-35 742 ton aggregate x 2000 lb aggregate/ton aggregate x 0.12 lb residual asphalt/lb aggregate x 1 lb emulsion/0.63 lb residual asphalt x 1 gallon emulsion/8.33 lb emulsi 33,934 gallons emulsion. As I mentioned in a previous note, we are estimating aggregate and emulsion quantities assuming both will be on the high end of the specification range. The actual quantities used will more than likely be less than what is listed.	2013-02-13 11:20:14



February 19 <sup>th</sup> 2013	204	Highway 92 in Oskaloosa, need to adjust mileage for 4 lanes	The mileage for bid item 2544-1001100, Cleaning and Filling Cracks is incorrect at 3.4 miles. The estimated quantity of 3.4 miles only accounts for 2 lanes. IA 92 is predominantly 4-lane highway and this mileage quantity will need to be adjusted accordingly after the award of the contract.	2013-02-18 09:56:11
February 19 <sup>th</sup> 2013	210	Can cones be used for the 2 night jobs on hwy 32 hwy 6	To find your answer, please review the contract documents provided for the project. Specifically, note Article 2528.03.C in the Standard Specification for Highway and Bridge Construction and the General Supplemental Specification update. The TC Standard Road Plans listed in the plan C sheets should also be reviewed."	2013-02-15 12:02:41
February 19 <sup>th</sup> 2013	303	My bonding company is asking if there is a maintenance period on this project. We looked and did not find one and would like you to verify if there is one or not. thank you	No, there is not a maintenance period for this project.	2013-02-13 15:12:05
February 19 <sup>th</sup> 2013	403	Are there any underground storage tanks present on this site? Are the utility disconnects to be done at the mains or can they be disconnected at the curb line?	Please read Section 2538. Salvage, Removal, and Disposal of Obstructions in the Specifications. The underground tanks were removed back in 1990, according to the appraisal.	2013-02-01 12:21:22
February 19 <sup>th</sup> 2013	404	The Parcel Inspection document indicates all items listed are to be demolished except for the septic geothermal systems which state "Remove". If these items are abandoned per State of Iowa Regulations, do they need to be removed?	Yes remove the geothermal system per Section 2538.03 C.1,"Unless specified otherwise in the contract documents, perform all work involved in removing and disposing of underground tanks."	2013-02-15 11:56:57
February 19 <sup>th</sup> 2013	404	Thank you for the response concerning geothermal removal. Does your reply also apply to all parts of the septic system, i.e. tanks, pipes, sand, gravel, etc.	Yes.	2013-02-18 13:35:35
February 19 <sup>th</sup> 2013	502	Plans state "Trees to be planted spring of 2013" shouldn't it be spring of 2014? The bid order 506 is the same way.	SEE ADDENDUM 19FEB502.A01	2013-02-01 16:08:54
February 19 <sup>th</sup> 2013	505	In the estimate reference information there is 2613 dead trees and 7181 down timber and branches. In the estimated project quantities there are 8817.7 units. Shouldn't these two numbers match?	Refer to Article 2101.04 of the Standard Specifications including Table 2101.04-1: Clearing and Grubbing Units. The two numbers should not match. The quantity of trees and down timber is provided for supplemental information. Units are based on measurement converted to units.	2013-02-12 14:05:11



February 19 <sup>th</sup> 2013	505	The item is for Clearing and Grubbing but the plans say clear at ground level. So the way that is worded there is NO grubbing of roots just cut tree down at ground level, and remove. Is this correct?	Yes.	2013-02-15 10:57:38
February 19 <sup>th</sup> 2013	601	The as-built drawings show 7 lines of girders. During the on-site inspection of the bridge, there is 11 girders. The state has an approximate square foot of 29,900 SF, which I believe is based on the set of as-built plans provided. My takeoff of the bridge is 39,840 square feet which is based on the 11 lines of girders actually in the structure. Even though there is the statement in the attachment "There will be no additional payment if the actual areas in the zones vary...", I think this big of a discrepancy, and the variation of the as-builts provided with the actual structure, justifies pushing this project to the next letting.	under review	2013-02-19 09:51:10
February 19 <sup>th</sup> 2013	602	In the attachment to the specifications in the section "Traffic Control Plan" Sheet 4 of 4, it says "No lane closure will be allowed." Unless I'm mistaken, this is a bridge over I-35, so how can the steel over I-35 be painted if no lane closures are allowed?	See ADDENDUM.19FEB602.A01.	2013-02-15 12:24:19
February 19 <sup>th</sup> 2013	602	Can you please tell me the name of the bridge in this county. Also the ID Info. Thanks	There is no name for this bridge. The ID info is in the proposal 3rd Page Section 0001.	2013-02-15 15:52:21
February 19 <sup>th</sup> 2013	603	Can you please tell me, is the Steel Cables on the top section of the bridge to be pressure cleaned as well. If so can you please tell me the height of the highest section of the peak of the bridge. Also what is the proposed method for the pressure cleaning as far as the collection of the water. Must all water be collected 100% with 100% containment or can the water be allowed to escape but the paint chips to be collected 100. thanks	Page 2 of 7 Section 2427.01 e.: All cable connections from the concrete slab up to the top end of the neoprene boot which is clamped to the cable."This is the portion concerning cables. This involves the Cable connection and boots, not the cables. Tower height is not relevant. Pressure method is defined in the Specifications, it is a high volume -low pressure method. We do not collect the water, low pressure should not cause the paint chips to fall. No containment required.	2013-02-15 12:23:25
February 19 <sup>th</sup> 2013	603	Can you please tell me the name of the bridge in this county. Also the ID Info. Thanks	The Burlington Bridge The ID info is in the proposal in the proposal schedule of prices in the title of each SECTION.	2013-02-15 15:53:17
January 16 <sup>th</sup> 2013	001	Can a temporary bridge for contractor use only be constructed on the project in lieu of the RL-16 that is not permitted?	Yes.	2013-01-10 12:11:03

January 16 <sup>th</sup> 2013	001	Will the contractor have to supply equipment to load and unload the detour bridge material at the Williams storage yard?	As per sheet 26: THE LUMP SUM BID ITEM 'HAUL DETOUR BRIDGE UNITS' SHALL INCLUDE ALL COSTS ASSOCIATED WITH HANDLING AND TRANSPORTING THE COMPLETE LISTING OF ALL DETOUR BRIDGE PARTS REQUIRED FROM THE IOWA D.O.T. MAINTENANCE YARD AT WILLIAMS TO THE BRIDGE SITE, AND RETURN OF THESE PARTS TO THE IOWA D.O.T. MAINTENANCE YARD AT WILLIAMS AT THE CONCLUSION OF THIS PROJECT.	2013-01-10 14:11:52
January 16 <sup>th</sup> 2013	001	Will #2 Grade Doug Fir be permitted for the lumber for the temporary bridge or is #1 grade required.	Refer to Section 4162 in the standard specifications.	2013-01-10 15:43:38
January 16 <sup>th</sup> 2013	001	On the bid items #53 (Floating Silt Fence Hanging) #54 (Floating Silt Fence Containment) are both types planing on being placed or just one that fits the site best? Also would placing and removing these items qualify for mobilization for erosion control. Thank You	Both types of silt curtain are to be placed. EC-202 shows this configuration. Payment for Mobilization for Erosion Control applies to installation of the silt curtain but not for the removal.	2013-01-11 18:57:23
January 16 <sup>th</sup> 2013	001	Reference note for Item #7 on page C.1 refers you to the Bridge Plans for more information. Where is this information in the Bridge Plans?	It is on sheet SPS.3.	2013-01-15 10:13:25
January 16 <sup>th</sup> 2013	001	Is mulching to be considered incidental to line items #46 and #47? Mulching quantity, item #45, does not cover items #46, #47 and #48.	See Standard Specifications For Highway and Bridge Construction, Section 2601.	2013-01-15 10:02:17
January 16 <sup>th</sup> 2013	002	Would free winter time be considered for this project?	PLEASE SEE ADDENDUM 16JAN002.A01	2013-01-04 17:45:32
January 16 <sup>th</sup> 2013	002	Cl 10 Excavation Roadway Borrow defines 2,467.00 CY of material to be moved. Are we to assume that the deficit amount of 1,951.00 CY is from the channel cut? 2,467.00 CY - 516.00 CY (Contractor furnished borrow) = 1,951.00	The breakdown of dirt is as follow: The 1951 CY of material is figured on site from the New ROW shaping and 516 CY from Contractor furnished borrow area.	2013-01-15 15:05:41
January 16 <sup>th</sup> 2013	003	Would free winter time be considered for this project?	PLEASE SEE ADDENDUM 16JAN003.A01	2013-01-04 17:46:04
January 16 <sup>th</sup> 2013	003	There is a gas line in the ditch on the south side of the bridge. Are there any plans to move it?	The gas company has been contacted and the line is in the south ditch was to be installed as close to the existing ROW as possible. At the bridge site the line was to be bored with a minimum of 10' below the flow line of the stream.	2013-01-09 14:42:31

January 16 <sup>th</sup> 2013	004	Please check math of bid item 0260 Stations give 633 LF by 22' wide on sheet 27, this equals 1,547 SY or the paving needs to be 100 LF shorter to equal the 1,303 SY in bid.	The stationing listed on sheet 27 carries through the unreinforced approach section. The pavement from 211+28.95 to 211+78.95 and 215+21.05 to 215+71.05 is to be built in accordance the RK-19 standards and tabulation 112-6 as listed in the plans. This work will be paid as "Bridge Approach, RK-19." This accounts for the 100 lineal feet difference referenced in the question and the pavement quantity in the plans appears correct.	2013-01-10 15:44:35
January 16 <sup>th</sup> 2013	006	Could you provide more information regarding the Dam Removal notes on Sheet 5 of 48? When is this work scheduled to start? Is the Prime Contractor for this project already selected? How much will the crest be lower at the location of the old dam?	Funding has been obtained for the dam removal but they are still in the process of obtaining the necessary environmental permits. Therefore the dam removal has not been let and a letting date is currently unknown. The owner desires to get the dam removed in 2013 but this schedule will be dependent on them being able to obtain the necessary permits.	2013-01-10 17:35:52
January 16 <sup>th</sup> 2013	006	What are the lower elevation limits for excavation for Item 3, Channel Change? I do not see this information on Plan Sheet 4.	Class 10 channel will include work to shape the channel as shown in the plans but will not include any rock excavation. As rock excavation is not anticipated for channel shaping a classification elevation is not required or shown in the plans. Note that Class 22 excavation has been included for rock excavation related to foundation construction.	2013-01-11 09:06:31
January 16 <sup>th</sup> 2013	006	Are plans for the existing bridge available? If so, where can we get them?	Original plans are available. Call the Office of Contracts to get the link to the FTP site.	2013-01-11 11:23:03
January 16 <sup>th</sup> 2013	006	In order to lower the pool elevation for the bridge construction, can the Bridge Contractor make a partial removal of the old dam crest?	Modification to the dam prior to the owner obtaining the necessary environmental permits will not be allowed. As I stated earlier we do not know when the environmental permits for dam removal will be obtained nor do we know what type of special conditions will be required by the permits. Consideration for the bridge contractor to lower the crest will be considered during construction if the necessary permits are in place, the removals meet the permit requirements and the bridge contractor's work would fit in with the larger dam removal plan.	2013-01-11 12:48:54
January 16 <sup>th</sup> 2013	009	I can't seem to reconcile the number of pier footing piling from the plan sheets with the number reflected in the applicable standards. Am I incompetent or should the plan quantity be revised?	The designer reviewed the number of piles in the piers and believes the correct number is shown on the plans.	2013-01-08 16:58:03

January 16 <sup>th</sup> 2013	009	Should there be a bid item for CL 21 Excavation and should an excavation classification line be shown on the plans?	See Addendum 16JAN009.A01	2013-01-10 11:35:26
January 16 <sup>th</sup> 2013	009	There are high lines on both sides of the bridge. Are there any plans for relocating them?	As far as we know, all utilities intend to relocate their infrastructure to the proposed R-O-W line or beyond.	2013-01-08 16:58:51
January 16 <sup>th</sup> 2013	009	Page 1 of the proposal states that predetermined wages are NOT IN EFFECT for this contract, yet page 1 of special provision lists FHWA-1273.05 "required contract provisions federal aid construction contracts" so are prevailing wages in effect or not?	It has federal aid, no prevailing wages.	2013-01-08 16:50:26
January 16 <sup>th</sup> 2013	009	Please provide bearing pad information for the PPCB beams. It appears the H24-06 std bridge plan sheet(s) was not listed. Also, please review the heights of the tee piers, as each pier will require bearings of different thickness.	See addendum 16JAN009.A02	2013-01-10 16:18:32
January 16 <sup>th</sup> 2013	009	In the general notes on sheet c2 it states construction staking will be provided by the owner, but a independent check provided by the contractor. Does this mean we have to hire a engineering firm to come out and double check, and if so should this be a bid item?	The Contractor is not required to employ a professional engineer to interpret the stakes.	2013-01-11 09:07:43
January 16 <sup>th</sup> 2013	009	In my previous question(In the general notes on sheet c2 it states construction staking will be provided by the owner, but a independent check provided by the contractor. Does this mean we have to hire a engineering firm to come out and double check, and if so should this be a bid item?) I was NOT asking if we have to hire a engineer to interpret the stakes for us, I was asking if we have to hire a surveyer to come out and do a independent check to make sure the countys stakes are in the right location and the elevations are correct, such as the independent check that is required on contractor survey.	The Contractor in not required to employ a Professional Engineer or a Professional Land Surveyor.	2013-01-11 15:15:37
January 16 <sup>th</sup> 2013	012	Will BA-400 Steel Temporary Barrier Rail be allowed for Item 31 - Temporary Barrier Rail, Concrete?	After the project is awarded and the contract is signed, you could submit a value engineering proposal.	2013-01-08 16:56:36

January 16 <sup>th</sup> 2013	012	Superstructure Notes on V.03 states "Slab Falsework shall be removed prior to construction of the rails." while General Project Notes on C.02 states "Slab Falsework shall not be removed until entire slab has been placed and reach age and strength required by specification." Should the note on C.02 refer to each phase of the superstructure to allow for Phase 1 Barrier Rail prior to traffic switch for Phase 2 construction?	See Addendum 16JAN012.A01	2013-01-08 16:51:10
January 16 <sup>th</sup> 2013	012	Please review the working days for this staged slab bridge. FSSN-151-1(27)--3T-48 from 2-15-11 IDOT letting was for a 90' x 44' staged slab with similiar roadway grading/paving operations. This also had a staged box culvert that was not on the critical path, but the project had 115 working days. BO #12 is 70' x 70' (more SF of bridge superstructure and same number of staged substructure elements) and only 90 working days. Thanks,	The contract period is appropriate for this project.	2013-01-07 14:13:31
January 16 <sup>th</sup> 2013	012	During Phase 1 while the north 6' of existing bridge and roadway are being removed and 2 lanes of traffic are on the south portion of the existing bridge and roadway, will temporary shoring need to be designed and installed to support live traffic adjacent to pier and channel excavation? If so, will there be a bid item added?	If needed, it would be added by an extra work order.	2013-01-08 16:54:13
January 16 <sup>th</sup> 2013	012	With 6" from phase 1 deck to existing deck and 2'2" transverse lap and longitudinal construction joint, sheet V.04 suggests the contractor submit alternative bar splicing procedures for approval for bridge deck. With the new pier directly in line with the existing abutment and 2'6" minimum lap, how will this conflict be addressed?	The plan provides for dowel to avoid conflict. The note allows the bridge contractor to request an alternative method to achieve this. It does not require that alternatives be submitted.	2013-01-08 16:51:54
January 16 <sup>th</sup> 2013	012	Will there be a need for temporary shoring to hold the existing roadway during stage I construction. If so how will this be paid.	If needed, it would be added by an extra work order.	2013-01-08 16:53:18
January 16 <sup>th</sup> 2013	012	I dont see a bid item for Guardrail End Anchor Bolts BA-202. Shouldnt there be a bid items for 4 EA of these ? #2505-4021010	See Addendum 16JAN012.A02	2013-01-10 15:47:16

January 16 <sup>th</sup> 2013	013	We need a bid Item for removal of the 54" RCP at Sta. 207+-. Being this is a partial removal do we need temporary sheeting? On Sheet C.4 there is a note regarding Abandoned Gas line removal. It states we are to do excavation for MEC so that they can cut the abandoned gas main into long pieces. We then remove the long pieces and haul them to an area where MEC cuts them into 4' to 5' pieces. It would be a good idea to have a bid item for this work also. Thank you	See addendum 16JAN013.A02 16JAN00A.A03. Additional excavation for removing the 54" pipe will be added to the Class 10 bid item by an addendum. Per current specification, removal of the 54" RCP will not be paid for directly but shall be considered as incidental work. No temporary shoring will be necessary as this pipe is only about 4' below proposed ground elevation of 772.7'.	2013-01-14 12:35:45
January 16 <sup>th</sup> 2013	013	What is the elevation of the abandoned gas line that the contractor must excavate for MEC to remove.	The gas line is 4' below existing ground line.	2013-01-09 14:40:43
January 16 <sup>th</sup> 2013	013	Will working days be suspended while waiting on results for item #9 load cell testing, and cure time for item #10 Demonstration shaft? These will be controlling items before we can proceed with item #8 60" drilled shafts to continue with the project.	under review	2013-01-11 11:22:39
January 16 <sup>th</sup> 2013	013	The quantity for bid item 0190 (Topsoil, Furnish and Spread) is 2,964 cy. According to tabulation 103-4 this is the total topsoil required with 1642 cy available on-site. Should the Topsoil, Furnish and Spread quantity be 1322 cy?	See addendum 16JAN013.A03.	2013-01-15 18:36:19
January 16 <sup>th</sup> 2013	014	On Item 0340 Removal of Subdrain, does it require backfilling? In the areas outside of the construction limits. Does this get backfilled with any material? Is it a paved shoulder area that will need to be cut/removed and then replaced?	On Item 0340 Removal of Subdrain, does it require backfilling? Yes, backfilling will be required at all locations where subdrains are removed. In some locations we are lowering the grade which will have an impact on how deep the backfilling will need to be. In the areas outside of the construction limits. Does this get backfilled with any material? All backfilling can utilize Class 10 Suitable waste material available on the project. Portions of the subdrain removal occur outside the (135) project limits, but within the (127) project limits. These 2 projects have an optional tie, so coordination will need to be done for subdrain removal outside the (135) limits. Is it a paved shoulder area that will need to be cut/removed and then replaced? The existing shoulder is paved, but will be removed and replaced as part of both projects and will need to be coordinated with the subdrain removal.	2013-01-04 17:56:49



January 16 <sup>th</sup> 2013	014	I don't see a bid item for removal of the existing 48" RCP at Sta. 229+-. Also, will temporary shoring be needed to stage this work, being we are only building the NBL Bridge under this contract? Thank you	See addendum 16JAN013.A02 16JAN00A.A03. Additional excavation for removing the 48" pipe will be added to the Class 10 bid item by an addendum. Per current specification, removal of the 48" RCP will not be paid for directly but shall be considered as incidental work. No temporary shoring will be necessary as this pipe is only about 2' below the proposed ground line elevation of 772.0'.	2013-01-15 14:38:45
January 16 <sup>th</sup> 2013	014	The Structural Steel is listed at 17,617 lbs. Looks to me like you foregot the 10 Abutment bearings @ 2,772 lbs. That would add to the Struct. Steel Pay Wt.??	See ADDENDUMS 16JAN014A.01 16JAN00A.A01	2013-01-09 14:39:20
January 16 <sup>th</sup> 2013	017	The removal of pc overlay item defines the classification line as top of rebar and requires hand removal of the last 0.5in, typically the classification line would be 0.25in above the rebar(DS-12016 is an example). Hand removal over the entire bridge deck surface will be expensive and time consuming. Please consider changing the classification line to 0.25in above the rebar as typically seen in the past.	The removal of concrete is shown to the top of the rebar because the original overlay had required removal to the top of the rebar. The contracting authority wants to make sure the existing overlay is removed and is requiring removal by hand for the last ½ inch to reduce the chance of damaging to the existing steel. We agree that the hand removal may be expensive, but are not sure of any other cost effective approaches. The contractor can submit a value engineering request for approval after letting if they feel there would be a more efficient way to do the removal.	2013-01-09 09:46:20
January 16 <sup>th</sup> 2013	101	Bid items 72, 73 and 74 list sanitary manholes on the proposal form. I can not find any tabulation or quantities on the estimate of project quantities or in the reference information. Also, bid item 96 shows insatllation of 12" VCP sanitary sewer. The plan shows 15" VCP.	Bid Items 72, 73 and 74 are for storm sewer manholes Item Codes 2435-0140148, 2435-0140160, 2435-0140172 listed as Item #45, 46 and 47 in the Estimated Project Quantities and the Estimate Reference Information on Sheets C.01 and C.03. The Trenched VCP Sanitary Sewer extension should be 15" in diameter per plan sheet M.02 (Item Code 2504-0119015)	2013-01-09 12:25:42
January 16 <sup>th</sup> 2013	101	Storm sewer pipe bedding is incidental. Most if not all materials that pipe will lay in is sand gravel. Is bedding still necessary? and if so, can the contractor use the city owned crushed concrete that is in a stockpile at no cost to the contractor simarl to item No. 7 in the estimated project quntities?	Offsite bedding material will not be required on the installation RCP storm sewers less than 8 ft deep where excavated materials are clean, coarse grained soils. Where existing soils in the pipe zone are not clean coarse grained soils, where bury depths exceed 8 ft or where the trench has been over excavated below the bottom of the pipe, the Contractor shall provide bedding material. The Contractor my use the Special Backfill Material located at Pit "A" for bedding storm sewer pipes at no cost to the Contractor.	2013-01-09 12:48:33



January 16 <sup>th</sup> 2013	101	The Box Culvert Replacement at Sta 224+36 is in the Overlay section. Shouldn't this be a full depth paving area along with corresponding items?	Full depth pavements over culvert crossings, adjacent existing pavements and adjacent bridge approached within PCC overlay areas are considered full depth PCC pavements. The quantity for these full depth PCC pavements is included under Item Code 2301-1033090	2013-01-09 14:34:40
January 16 <sup>th</sup> 2013	101	Could you tabulate the locations where RR-23 is required under the 9" PCCP items?	Double Reinforced Pavement (RR-23) is required over the crossings at STA 174+86, 200+28, 224+36 and 283+05.	2013-01-09 12:52:23
January 16 <sup>th</sup> 2013	101	Paved Shoulder, PCC 8" is to be doweled into new pavement. What joint will be required?	The joint between the mainline paving and the 8" paved shoulder shall be either a KT-2 or BT-3 joint..	2013-01-09 12:49:29
January 16 <sup>th</sup> 2013	101	Estimate refernce for the cubic yard pay itme in PCC Overlay refers to section 2301--but the item number is 2310--my primary concern is that all the cubic yards properly produced and incorporated will be paid under the item(s)---the quantity has no overrun built in based on a nominal 6" depth. Will all concrete properly produced and incorporated be paid under the cy as well as sy items, like 2310 details ? Thnaks	The reference to Item Code 2301-1033090 was to indicate that the materials for the PCC overlays shall be the same as the full depth PCC paving. Full depth PCC pavement shall be paid for by the square yard only. PCC overlays shall be paid for in accordance with Section 2310.	2013-01-09 14:36:00
January 16 <sup>th</sup> 2013	101	Staging note 4 on J.01 indicates a piece of 32nd Avenue is to be done within 3 weeks of the railroad doing crossing work. Can we or the owner have any input in when the railroad does the work to allow this piece to be done when an adjacent portion of 32nd is already closed, so this doesn't have to be considered a seperate stage ? Thanks	The railroad crossing upgrades and the adjacent paving work is to be coordinated with the CP Railroad. Access to adjacent properties shall be maintained by the Contractor and it is anticipated the railroad crossing will need to be done separately to provide access.	2013-01-09 14:38:25
January 16 <sup>th</sup> 2013	101	Addendum No. 1 eliminated bid item 0950. ( Remove Storm Sewer ). There is a tabulation on page C.0. 5 showing the storm sewer pipe to be removed. ( 568 L.F. ) Are these pipe removals now incidental or are they not going to be removed ?	The existing pipe culverts listed for removal in the Tabulation on Sheet C.05 shall be removed by the Contractor per Section 1104.06. The removal of existing pipe culverts is incidental.	2013-01-09 09:58:06
January 16 <sup>th</sup> 2013	101	What coarse aggregate durability is required for the concrete in the overlay ? Thanks	The coarse aggregate for the PCC overlay pavement shall meet Class 3 durability requirements.	2013-01-09 09:59:08
January 16 <sup>th</sup> 2013	101	Will the contractor have to provide a scale to weigh the granular materials coming out of Pit A and B or will one be provided? If the contractor has to weigh these materials could these items be changed to CY items so it would not have to be weighed? Thank you	The Contracting Authority is not providing a scale for weighing granular materials coming out of Pit A or Pit B. The Contractor shall be responsible for weighing these materials per the Estimate Reference Information.	2013-01-11 11:25:06

January 16 <sup>th</sup> 2013	101	You have bid items for removing and relaying pipe and aprons. Where is the tabulation for this??? Thanks	under review	2013-01-11 12:10:10
January 16 <sup>th</sup> 2013	101	On plan sheet M.01 you have a typical of a "Modified 60" SW-401 Manhole Intake Detail" When you look at the rest of the M sheets there is nothing listed as a SW-401 60" Modified. So is this typical incorrect? Thanks	ST-1 and ST-2 on Sheet M.02 are the 60" Modified Manhole Inlets detailed on Sheet M.01. The manhole inlet details such as the grated casting lid and surrounding PCC pad also apply to the 72" Manhole Inlet (ST-6) on M.04. ST-6 does not have a modified sump opening bottom.	2013-01-11 12:51:32
January 16 <sup>th</sup> 2013	101	On plan sheet C.07 someone needs to look at the calculations for this project $I=(E-F-G * 135\%$ don't think that is right also look at the "Excavation Balance" if you add up all the numbers with ( ) around them totals are wrong.Thanks	The calculations for the Fill Required "I" for the County portion of the project, Stations 100+00 to 119+00, 181+00 to 227+79 and 227+79 to 287+50, included a 135% fill factor prior to be included in the tabulation therefore the 135% factor was not included in the Column "I" calculations for those stations. The net column totals are correct except for rounding in the spreadsheet.	2013-01-15 18:15:50
January 16 <sup>th</sup> 2013	101	Plan Sheet C.06 104-10 "Adjustment of Fixtures" There are no sizes given of existing structures. What are we to assume??Thanks	City of Spencer standard manholes have a 48" inside diameter. The Contractor shall be responsible for determining the proper manhole sections, cones, lids and/or adjusting rings to furnish and install to adjust existing manholes to the proposed grade in accordance with the Estimate Reference information on Sheet C.03 and the detail on Sheet M.01.	2013-01-15 18:04:19
January 16 <sup>th</sup> 2013	102	I don't find a bid item for construction survey. Will this service be provided by Hall Hall (the design consultant)?	Hall and Hall Engineers will be providing the construction staking.	2013-01-07 11:04:30
January 16 <sup>th</sup> 2013	102	How thick is the macadam stone for item #4?	Please refer to ADDENDUM.16JAN102.A01	2012-12-28 18:45:47
January 16 <sup>th</sup> 2013	102	Are there any soil boring logs for the intersection?	There are no soil borings for the intersection. Numerous utility locates by pot-holing have occurred and gas, cable and some water main utilities have been relocated at the intersection. In all cases rock was not encountered.	2013-01-07 11:02:29
January 16 <sup>th</sup> 2013	102	On Sheet # C.2 Item # 7-I ( 9" PCC ) Please clarify if all the Pavement is to be sealed with Silicone or just the crosswalk area's.	All pavement joint sealant shall be silicone or urethane-based, colored grey per the acceptable products listed in the Estimate Reference Information on Sheet C.2.	2013-01-07 10:59:44

January 16 <sup>th</sup> 2013	102	Is there a specification available for the 160W LED Luminaires listed in the Traffic Signal Pole Data on Plan Sheet N.3 or are they being supplied by the Utility?	Please refer to ADDENDUM.16JAN102.A02	2013-01-07 10:49:54
January 16 <sup>th</sup> 2013	102	What are the size specs. for the square steel tube posts (Item 35 and Item 36)	Please refer to ADDENDUM.16JAN102.A04	2013-01-10 10:36:43
January 16 <sup>th</sup> 2013	103	Typical for 8" PCCP on B.4 shows a 2' area between the pavement and granular shoulder. Is this a paved shoulder? How is it paid for?	This isn't a 2' paved shoulder. The 2' dimension shown is only intended to delineate the limits of class 13 excavation and modified subbase. The 8"± by 2' area above the modified subbase will be filled in and paid for as granular shoulder (see note to the right).	2013-01-07 11:03:22
January 16 <sup>th</sup> 2013	103	Could you give the Station location of the Winery listed in the Staging Notes?	The Winery entrance is located at Station 277+62 on the right.	2013-01-07 10:50:35
January 16 <sup>th</sup> 2013	103	Is it your intent to gap the paving from each residence to a side road, to maintain access, until the paving is open in the other direction?	Gapping the pavement would be one way to maintain access, but our intent was to allow the contractor flexibility in solving this issue. On 2 past PCC overlay projects, one contractor provided golf carts to the residents and on another the contractor shuttled residents back and forth on UTV's or the residents (close by to intersections) walked. Both of these required good communication with property owners and were successful options.	2013-01-07 10:51:05
January 16 <sup>th</sup> 2013	105	How is the removal of the existing PCC pavement being paid for? How is the 6" PCC shown on sheet L.05 on 3rd St SE paid for?	Bid item 12 is the removal of pavement bid item. The estimate of reference note is fairly descriptive. The removal of driveways and sidewalks are by City as noted under General notes on page C.01. The 6" paving adjacent to 3rd St. SE and shown on L.05 is quantified under bid item 17 - Driveway, 6".	2013-01-08 15:31:02
January 16 <sup>th</sup> 2013	105	Will the owner be re-locating all the utility poles that are within the 3' excavation / padline detailed in the typical? A site visit last week disclosed many poles and utility "peds" within the 3' area referenced in the plans. The general notes on page C.01 states "excavation behind curb 3' or as required by contractors paving operation". This implies that the paving contractor can have more than a 3' padline to get a "full width" paver through the job as required by plan note.	See Addendum 16JAN105.A03	2013-01-15 14:44:37

January 16 <sup>th</sup> 2013	106	For project (364)is the staging to be per the staging notes on page J.1, or the drawings J.5 - J.60. There seems to be a disconnect between the two. For one example closing the Mills Civic ramps (stage 1a, p.J.1) as opposed to installing detour pavement and never closing Mills Civic ramps (J.24, J.26 stage 2). Please explain...thanks.	Refer to Addendum 16JAN106.A01.	2012-12-28 18:41:20
January 16 <sup>th</sup> 2013	106	What am I missing on the (364) project? How do you pay for the flooded backfill tabbed in 104-3 and 104-4 and the class 20 in 104-3?	Refer to Addendum 16JAN106.A02.	2012-12-28 18:49:22
January 16 <sup>th</sup> 2013	106	Please review the auxiliary lane stationing and depth on page B.4 for accuracy. Are the turning lanes to be 11.5 inches to match the ramp paving depth? I don't believe all the auxiliary lanes are listed.	Refer to Addendum 16JAN106.A11.	2013-01-15 18:22:47
January 16 <sup>th</sup> 2013	106	Is there median cap paving on this project as the typicals on page B.4 suggest?	Refer to Addendum 16JAN106.A11.	2013-01-15 18:22:08
January 16 <sup>th</sup> 2013	106	The typical sections on page B.4 indicate granular subbase under the east bound lanes of Grand Ave. and modified subbase under the west bound lanes. Is this correct?	Refer to Addendum 16JAN106.A11.	2013-01-15 18:23:22
January 16 <sup>th</sup> 2013	106	Is there any information that can be provided on the thickness of the existing shoulders, ramps, and loops?	As-built information is all that we have for these.	2013-01-15 18:17:04
January 16 <sup>th</sup> 2013	106	For project(364)Bid Items and project quantities for guardrail items do not match tabs 108-8a and 108-8c on plan sheet c.10 other pay items are missing (BA 201, BA202, BA 203).Is any guardrail removal required?	BA-201, BA-202, BA-203 are not part of this project and have intentionally been omitted from the bid items.	2013-01-15 18:13:45
January 16 <sup>th</sup> 2013	106	Pavement removal includes ramps and work on Grand Avenue--the tab detailing existing pavement shows I-35--is there any info on the existing pavement in the ramp and Grand Ave areas ? Thanks	As-built information is all that we have for these.	2013-01-15 18:12:50
January 16 <sup>th</sup> 2013	106	Does the existing median pavement have the KT-2 steel installed already?	The previous projects were design to include the reinforcement. The bars should have been installed and bent upon completion of these projects.	2013-01-15 18:11:40

January 16 <sup>th</sup> 2013	106	Looking for SP-120011 and SS-12005. Where are they located? They are not in the IDOT ERL.	Special Provision SP-120011 is located in the proposal download folder with the rest of the contract documents downloaded from the Iowa Department of Transportation's Current Letting Information page. Supplemental Specification SS-12005 can be found on the Iowa Department of Transportation's Electronic Reference Library (ERL) under Specifications-->Supplemental Specifications SS-->2012-->SS-12005 ( <a href="http://www.iowadot.gov/specifications/ss/2012/SS-12005.pdf">http://www.iowadot.gov/specifications/ss/2012/SS-12005.pdf</a> ).	2013-01-02 17:17:14
January 16 <sup>th</sup> 2013	106	The proposal lists the DS for Mass Concrete but only the (384) bridge project lists the specifaicon in the plans. Is the DS for Mass Concrete to apply to each of the bridge projects? If so do the caps of the (371) and (351)projects fall under mass concrete?	The Developmental Specification for Mass Concrete is only applicable to the (384) Ramp D bridge.	2013-01-04 10:57:18
January 16 <sup>th</sup> 2013	106	Are the days associated with the A+B bidding to include flagging for both railroads or just the UPRR?	The specification for A+B bidding for Railroad Flaggers is Development Specification DS-12008. This specification pertains only to the Union Pacific Railroad.	2013-01-02 17:17:55
January 16 <sup>th</sup> 2013	106	We see that there are only bid items on the contract for A+B flagging and insurance related to working around the UPRR. Will bid items be added for provisions related to the IAIS Railroad or are those items considered incidental to the contract?	Refer to Addendum 16JAN106.A07.	2013-01-11 15:02:58
January 16 <sup>th</sup> 2013	106	Please review the joint details relating to the paving on Grand Avenue--L.11--L.15, and see if you would allow us to make a 29' pour through, esetially moving the KT 2.5'. Generally this would mean making the "inside" lanes 14.5' and then the added turn lanes would be 12'--shifting 2.5' to the mainline would reduce the paver changes, or setting alot of forms--there would need to be some 1 or 2 panel boxouts at the ends of the tapers, but this sure would facilitate the construction on Grand. Thanks	This would be acceptable.	2013-01-15 18:14:43
January 16 <sup>th</sup> 2013	106	Please review the square yards for bid item# 0470. Understated? Thanks.	This item has been reviewed. Proposal Line Item No. 0470 is a cubic yard item not a square yard item. Bid the quantity shown in the contract documents.	2013-01-15 18:07:24
January 16 <sup>th</sup> 2013	106	Please clarify the ramp/widening widths on Ramp D. Is it 16'/8' or 16'/12' or 12'/12' as the 'L' sheets show?	Ramp D is a 16' wide ramp up to the turn lane area. At the turn lane it becomes 2 – 12' lanes. The L sheets show the turn lane portion of the ramp.	2013-01-09 09:31:09

January 16 <sup>th</sup> 2013	106	Please review bid item# 0630. Proposal states 9", tabulation lists 10". Also please review square yards for this bid item. Tabulation of pavement on sheet C.8 stops at station 3397+50, but plan and profile sheet L.15 shows paving stops at station 3399+65. Thanks.	The tabulation is incorrect. 9" is the correct depth for the pavement on Grand Avenue. The PCC pavement stops at station 3397+50 as shown in the Typical. The darker shaded area from 3397+50 to 3399+65 is an HMA run-out to match the new roadway to the existing roadway.	2013-01-09 09:32:31
January 16 <sup>th</sup> 2013	106	Please clarify if C.D. baskets are required for full-width of the paving under bid item# 0630. Contradictory information shown on B.4, B.5, and sheets L.11 through L.15. Thanks.	Refer to Addendum 16JAN106.A11.	2013-01-15 18:24:35
January 16 <sup>th</sup> 2013	106	For the PCC alternate on the paved shoulders, a BT-1 or BT-3 longitudinal joint is specified. Will a modified BT-1 that utilizes a #4 X 36" bent bar be an acceptable substitution?	It looks like these shoulders are on the ramps at Grand Ave. It is acceptable to use a bent bar in the BT-1 joint.	2013-01-15 15:19:43
January 16 <sup>th</sup> 2013	106	Please clarify bid item# 1140. Sheet B.3 states C joints. Jointing on sheet L.12 shows C.D. joints. Which is correct? Thanks.	Refer to Addendum 16JAN106.A11.	2013-01-15 18:24:01
January 16 <sup>th</sup> 2013	106	Item 0670 - units: shouldn't it be paid for in tons instead of square yards?	Refer to Addendum 16JAN106.A10.	2013-01-15 15:20:38
January 16 <sup>th</sup> 2013	106	For item #700, detour pavement PCC option, are tie bars required when connecting the new median pavement to the existing S.B.L.'s?	No, tie bars will not be required.	2013-01-15 11:12:04
January 16 <sup>th</sup> 2013	106	Please review the square yards for bid item# 1580. Is the intent to have a 36' wide non-reinforced and single-reinforced section and a 48' wide double-reinforced? It looks like there is 48' of roadway leading up to the bridge approaches, and I just want to make sure that I am looking at this correctly. Thanks.	As related to the (369) project, yes there is 48' of approach pavement and the intent is to have 36' of non-reinforced and single reinforce pavement. Shoulder panels have been included for bridge end drains. The 48' of roadway includes a 12' full depth paved outside shoulder.	2013-01-09 09:33:51
January 16 <sup>th</sup> 2013	106	Will the TBR on the construction side of the median (west side) be required to be pinned?	No, the TBR on the West side of the median does not have to be pinned.	2013-01-09 09:30:21
January 16 <sup>th</sup> 2013	106	For the temporary floodlighting tabulations on sheet c.9 in (364) plan, please provide the traffic control stages that each floodlight will be in use. Will all floodlights be placed outside the new paving at the 60' offset?	Refer to Addendum 16JAN106.A04.	2013-01-09 11:42:42
January 16 <sup>th</sup> 2013	106	Will a electronic DGN or DXF file of the cross sections be available to use and bid from?	None are available at this time.	2013-01-07 10:45:16



January 16 <sup>th</sup> 2013	106	Bid Order 106 has GPS Line Items. Normally in the past the DOT has supplied them electronically for bid. It would be nice if you just included, DGN or DWG files for all of your projects that have grading on them. The Cross sections obviously exist since the PDF files were generated from them. Could you please provide the Electronic files for us to bid from. Thank you.2. Cross sections Large grading projects normally have cross sections that can be ordered to supplement the project plan.	Refer to Addendum 16JAN106.A04.	2013-01-09 11:40:50
January 16 <sup>th</sup> 2013	106	on the paving plans (364) page e.2 it shows sanitary sewer running across rcb is it below structure or will contractor have to protect in place	This sanitary line should be relocated by the City of West Des Moines.	2013-01-15 12:22:19
January 16 <sup>th</sup> 2013	106	Addendum 3 added the item for project management, and indicated it was pre-bid at \$ 150,000.00---the updated ebs proposal does not have it pre bid--which way should it be ?--Thanks	Refer to Addendum 16JAN106.A04.	2013-01-09 11:41:43
January 16 <sup>th</sup> 2013	106	(364) - Sheet B.6, Tab 2617, No.2, states Base Widening quantities are not included with the resurfacing. Where, if any, will the Base Widening be paid?	Refer to Addendum 16JAN106.A10.	2013-01-15 15:21:30
January 16 <sup>th</sup> 2013	106	The Structural Steel is listed at 29,494 lbs. I think you forgot the 14 - abutment Bearings at 4,380 lbs. that would add to the Struct. Steel Pay Wt.???	Refer to Addendum 16JAN106.A05.	2013-01-10 09:18:47
January 16 <sup>th</sup> 2013	106	There is a discrepancy between the working days and the no excuse road opening bonus date. Working days will run out the first week of October and the no excuse road opening bonus date is 11/25/13. Can the amount of working days be reviewed and increased so that the contractor has until 11/25 to work with out being penalized? Also, would it be possible to allow free winter work for the remaining winter of 2013.	There is no discrepancy. The working days and no excuse road opening bonus are administered independently. The number of working days charged is dependent on the weather and the bonus is an incentive to assure the road is open before winter. Free winter work is not allowed because we do not want traffic impacted without days being charged.	2013-01-09 17:36:04
January 16 <sup>th</sup> 2013	106	There is a discrepancy in the language for road closures associated with the bridge work at Grand Ave and EP True. Sheet J.1 is much more restrictive than sheets J.61 and J.62. Which sheets will govern?	Refer to Addendum 16JAN106.A01.	2013-01-15 15:04:20



January 16 <sup>th</sup> 2013	106	The working day period of 130 will likely expire in early October-the drop dead is 11-25. It doesn't make sense to have penalty assessed before reaching the drop dead bonus. I believe 170 days would be much more reasonable. Please allow additional working days. Also could free work be done in Feb-Mar of 2013 ? I see the no free work note is in the proposal, but presumed it meant end of year time, not the start of the year. Thanks	You are correct the working days may run out before the bonus date is reached. The working days and no excuse road opening bonus are administered independently. The number of working days charged is dependent on the weather and the bonus is an incentive to assure the road is open before winter. Additional working days are not anticipated at this time. Free winter work is not allowed because we do not want traffic impacted without days being charged, this applies to the start of the year and the end of the year.	2013-01-09 17:42:58
January 16 <sup>th</sup> 2013	106	What is being asked for on item 0150. This item is usual used for a speed limit sign application with one post and a breakaway base. The tabulation 190-51 is calling out a speed limit sign on 2 posts which I am guessing to be perforated posts.	Refer to Addendum 16JAN106.A06.	2013-01-10 17:46:59
January 16 <sup>th</sup> 2013	106	Thanks your for uploading the electronic Files on 106. The existing_surface_364.xml file is corrupted and will not open. Could you please fix this and re-post just the corrected file. Thank you again.	The file has been fixed and the electronic files can be downloaded for b.o. 106 at <a href="http://www.iowadot.gov/contracts/biddocuments/january2013.html">http://www.iowadot.gov/contracts/biddocuments/january2013.html</a>	2013-01-10 14:19:23
January 16 <sup>th</sup> 2013	106	Construction of the (384) project will not impact traffic. Could it be started in February or March with out working days being charged?	No.	2013-01-15 18:41:57
January 16 <sup>th</sup> 2013	106	We are having difficulty findind supplier for tunnel lighting that you are asking foron sheet p.od on the (411)project can you furnish us a list of suppliers?thank you	The performance specification on Sheet P.02 was written around a luminaire manufactured by Luminaire Lighting Corporation, Model Series FFW1212. Of course we would accept other manufacturers' products that meet the specification. The sales rep agency that handles this particular luminaire manufacturer is NRG Sales, and in the Polk County area, their products are typically distributed through Van Meter Industrial, Consolidated Electric Distributors (CED), and Crescent Electric, to name three.	2013-01-14 10:56:15
January 16 <sup>th</sup> 2013	106	Is the 12" cmp sewer pipe and aprons associated with the RF-38 bridge end drains (bid items 490, 1600, 1820 and 2020) incidental or should there be bid items? Thanks	The CMP pipe is incidental to the construction of the RF-38.	2013-01-15 12:23:32
January 16 <sup>th</sup> 2013	106	We have uploaded all 7 addenda for the EBS file and item 2231 still doesn't show up. Is there something else that we need to do?	Refer to Addendum 16JAN106.A08.	2013-01-11 18:51:11

January 16 <sup>th</sup> 2013	106	Regarding the question we asked previously about item 2231 not being added to the EBS file. It was added, but up in Section 4 (after item 1122). Should it be added there or down in Section 21 with the other Contract Items?	Refer to Addendum 16JAN106.A08.	2013-01-11 18:50:46
January 16 <sup>th</sup> 2013	106	Item 52, Is the quantity of special backfill correct?	Refer to Addendum 16JAN106.A10.	2013-01-15 15:22:34
January 16 <sup>th</sup> 2013	106	Are we allowed to use any existing temporary barrier rail on the project; if not then who's rail is it?	Refer to notes on Tabulation 108-33 TEMPORARY BARRIER RAIL on Plan Sheet C.9 of Project IM-035-2(364)67--13-77.	2013-01-15 18:10:10
January 16 <sup>th</sup> 2013	106	Are you going to pull this job? There are too many unanswered questions.	There are currently no plans to withdraw this project.	2013-01-15 15:29:08
January 16 <sup>th</sup> 2013	106	Are you going to addend the guardrail qtys on this project	no.	2013-01-16 09:24:11
January 16 <sup>th</sup> 2013	106	This project has the special provision for 3D machine control paving, and GPS grading. It is possible a paving contractor will not want to use 3D machine control paving, but will have a grading subcontractor that wants to use GPS machine control grading. Can a third alternate be added to the survey choices to allow for this possibility ?	A third alternate option is not necessary. When the contractor bids the Construction Survey/PCC Paving 3D Machine Control/GPS Machine Control Grading alternate, it is optional for them to use either construction method per the respective DS for each. They are not required to use both. Bidding this alternate just allows their use.	2013-01-16 09:36:40
January 16 <sup>th</sup> 2013	107	If the contracting athority selects Bid Item 1000 (Add Option A), will bid items 600 and 610 be deleted from the project?	No, these are added options not alternates. Refer to Developmental Specification DS-12004 for Added Options Bidding.	2013-01-04 18:18:23
January 16 <sup>th</sup> 2013	107	The SUDAS specification includes a footing design for poles with mast arms up to and including 80 in length. Can the footings for the poles with 75 foot mast arms (Bid Item 1000 - Add Option A) be constructed per the SUDAS specification?	As per Special Provision SP-121002, the contractor shall provide signed and sealed designs for all concrete bases where mast arms are longer than 70 feet or when it is span wire type or when called for on the plans. This design may be based on the SUDAS Specification, but will still need to be submitted to the engineer for approval.	2013-01-04 10:48:04

January 16 <sup>th</sup> 2013	107	This question is regarding Added Options as provided in specification DS12004. Assumption: Low bid plus "Added Option A" is less than the Contract Award Limit. 1. Does this mandate that "Added Option A" will be authorize? 2. If Added Option A is authorized and constructed, will the contracting agency pay the contractor both the lump sum amount for bid item 600, Base Set, and the lump sum amount for Added Option A?	1. Yes, 2. Yes.	2013-01-09 11:20:58
January 16 <sup>th</sup> 2013	107	I received the information that follows from a structural engineer. Hence the question; Will shop drawings be available for the existing span poles for Base Set Bid Item 600? The special provision, page 5 require engineering certification of the existing poles. In order to verify the signal poles (to be reused) are structurally adequate we would need the following information. 1. Material type, grade, strengths (what are they made of).2. Full geometry of the poles (thickness, shape, etc...). These poles are often tapered so we would need the geometry of the entire length of the poles. So the question is how is that information obtained? Do shop drawings and/or mill certifications of the existing poles exist? Will that information be provided? The geometry may be able to be measured up in the field (do you want us to do that or will you do that?); however, destructive testing is the only way to determine the material type and strengths, if shop drawings and/or mill certifications are not available.	Yes, the shop drawings will be available.	2013-01-11 18:53:42
January 16 <sup>th</sup> 2013	107	The note on tab 104-5B says that bedding and backfill for pipe under primary roads has to be crushed rock or gravel. Does this include the final trench backfill zone on SW-101? Does this apply to the sanitary sewer?	The storm sewer pipe to be installed under Iowa 28 will have crushed rock for all back fill. Other Storm Sewer and Sanitary Sewer will be installed with crushed rock bedding and crushed rock backfill up to 12" over the pipe.	2013-01-11 18:52:31
January 16 <sup>th</sup> 2013	107	In tab 108-23A, Traffic Control Plan, Item 7 says that one Type III to be installed per lane of closure, on sheet J.5 there are 9 locations shown. Will we get paid for 2 safety closures at each location with 2 lanes of traffic?	The intent was to pay the Contract for only one safety closure set up per location of installation, however require them to provide one Type III barricade per lane.	2013-01-15 14:52:04

January 16 <sup>th</sup> 2013	107	Will West Des Moines again be looking for free concrete regarding the "buried lug" or will they pay appropriately for that item per square yard @ 12" depth?	The intention is not to pay any extra for the buried lug.	2013-01-15 16:49:31
January 16 <sup>th</sup> 2013	108	Could you check the subdrain tab on page C4. It looks like there may be some outlets missing as per the stationing? Also there is not a bid item for the RF-19C outlets and I don't see that they are incidental	Please refer to ADDENDUM.16JAN108.A02	2013-01-08 17:23:18
January 16 <sup>th</sup> 2013	108	Sheet C.12, Note 232-9: All trees included in Clearing and Grubbing have to be cut down between Sept. 15 and April 15. Project approximate start date is July 8. How is this to be resolved?	Please refer to ADDENDUM.16JAN108.A02	2013-01-08 17:22:12
January 16 <sup>th</sup> 2013	108	Estimate reference information for Excavation, Class 10, Roadway and Borrow states that cut and fill quantities are shown in Table 107-26 on Sheet C.4. This table is not shown.	Please refer to ADDENDUM.16JAN108.A02	2013-01-08 17:22:48
January 16 <sup>th</sup> 2013	108	For Bid Item #8, Temporary Pav't, the spec's call out Temporary Pedestrian Ramps are incidental to this item. Will there be more than just 1 temporary ramp at station 128+50 for this project?	Sheets J.5 and J.6 show a temporary crossing at the Middle Park Entrance that will require a temporary ramp as well.	2013-01-15 15:17:03
January 16 <sup>th</sup> 2013	108	In addendum 1, the two line items for granular subbase were combined into one item, 2111-8174100 Granular Subbase. Originally when the 12" granular subbase item existed there was a note in the plans that the unsuitable excavation for this item is incidental. Is the unsuitable excavation still incidental to the combined granular subbase item? Could you create a unsuitable excavation item? If the utilization of the 12" granular subbase item overruns or underruns it has a impact on pricing and create the potential for a change order.	Please refer to ADDENDUM.16JAN108.A04	2013-01-11 12:16:56
January 16 <sup>th</sup> 2013	108	Addendum 2 seems incomplete. Please advise.	Be advised it is complete.	2013-01-10 09:32:25
January 16 <sup>th</sup> 2013	108	Does the contractor supply castings for Item 13, or do we reuse the existing or will the City be supplying the castings as also noted on Item 14?	Yes, this is defined under section 2435 of IDOT Standard Specifications.	2013-01-10 17:38:43
January 16 <sup>th</sup> 2013	108	What do the values in the cross sections represent?	Cut and fill quantities are listed as Cubic Yards.	2013-01-10 10:34:43

January 16 <sup>th</sup> 2013	108	On page J.1, the construction phasing states "the contractor shall be working in at least two separate sections at any one time" but the next sentence states "it is preferred that the contractor focus his work on one section prior to commencing on the next, but this is not mandatory." Please clarify staging requirements?	Please re-read the Construction Phasing and ADA Details again. Notice when words "section" and "stage" are used.	2013-01-10 17:45:26
January 16 <sup>th</sup> 2013	108	I have a few questions. 1.For the type A signs, they are marked as galvanized. steel,could we use aluminum instead? 2. What type post is needed to mount the signs on? 3. The permanent pavement marking is listed as durable paint, however there is no pay item for the temporary pavement items? What paint is needed for the temporary? Thanks.	Type A signs -- Bid as shown in contract documents, if a change is made post letting it will be handled by change order. Post -- Please refer to ADDENDUM.16JAN108.A04 The estimate reference information for pay item "2527-9263117 Painted Pavement Mark, Durable" states, "The method of measurement for permanent/temporary pavement markings will be based upon stations of the type specified placed with traffic paint. The contractor shall be paid upon a per station of the type specified, placed with traffic paint, for both temporary and permanent markings."	2013-01-15 15:18:54
January 16 <sup>th</sup> 2013	108	1. For the type A signs, they are marked as galvanized. Steel. Could we use aluminum instead? 2. What type post is needed to mount the signs on? 3. The permanent pavement marking is listed as durable Paint. However there is no pay item for the temporary pavement items? What paint is needed for the temporary? Thanks.	Type A signs -- Bid as shown in contract documents, if a change is made post letting it will be handled by change order. Post -- Please refer to ADDENDUM.16JAN108.A04 The estimate reference information for pay item "2527-9263117 Painted Pavement Mark, Durable" states, "The method of measurement for permanent/temporary pavement markings will be based upon stations of the type specified placed with traffic paint. The contractor shall be paid upon a per station of the type specified, placed with traffic paint, for both temporary and permanent markings."	2013-01-11 12:18:46
January 16 <sup>th</sup> 2013	108	What size are the type A signs,48"x48" or smaller? Size of the square tubing for the sign installation?	Please refer to ADDENDUM.16JAN108.A05	2013-01-15 09:53:36
January 16 <sup>th</sup> 2013	109	On Sheet C.19, under stage 1, it indicates that SH Blvd. Ramp B and D detour need to be paved. However, these ramps are already constructed. Have the detour pavement, special backfill, pavement removal, sidewalk removal, pipe, and class 10 quantities been adjusted to reflect this?	Refer to ADDENDUM 16JAN109.A01.	2012-12-21 20:11:09

January 16 <sup>th</sup> 2013	109	Temporary intersection at I-29 and Floyd Blvd. indicates EVP is to be installed, but does not indicate placement of detectors. Where are these detectors to be placed?	Temporary Traffic Signal at I-29 and Floyd Blvd. has been constructed and Sheets N.20 – N.21 are For Information Only.	2012-12-28 18:48:46
January 16 <sup>th</sup> 2013	109	Regarding the MSE Wall, will the State accept panels larger than 5'x5' with the same form liner specified?	No.	2012-12-28 18:44:12
January 16 <sup>th</sup> 2013	109	Will the State provide minimum soil parameters for the MSE panel wall backfill (ie backfill friction angle)?	No. Backfill requirements are in Section 2432 of the Specifications.	2012-12-28 18:45:20
January 16 <sup>th</sup> 2013	109	Section 656.0183 in the proposal, states that calendar days will not be charged for Site 01 for work prior to the specified start date of 4/1/2013. Does the same note apply to site 04 which has a start date of 4/14/2014? In other words, will calendar days be charged if work on this site starts in 2013?	No, the same note does not apply to site 4 only site 01 as stated. Site 4 has an approximate start date and work on that site cannot begin until they are issued a notice to proceed or the Engineer allows early commencement. Refer to Article 1108.02 for further details for the Approximate Start Date.	2013-01-09 17:53:06
January 16 <sup>th</sup> 2013	109	Can you please provide the name of the supplier for the existing Pre-cast RCB on the (231) project? Not all manufacturers pre-cast barrels will fit together. Thank you	The first stage project was IM-NHS-029-6(195)142--03-97. The precast RCB supplier was Hancock Concrete Products, LLC.	2013-01-04 17:44:53
January 16 <sup>th</sup> 2013	109	Bid Item 1410-Dowelled Curb, as Per Plan refers to Typical 6135 found on sheet B.19. This typical doesn't provide enough information to determine what the IDOT expects to be built under this item. Please provide more information.	At the location indicated in the Estimate Reference Information, the existing grass median (raised with curb) is to be removed and paved across on Stage 8A for maintenance of traffic during the construction along Singing Hills Blvd. In Stage 13, the raised median is to be re-established by construction of new curb, attached with dowels to the existing pavement.	2013-01-07 10:47:23

January 16 <sup>th</sup> 2013	109	<p>The tabulation of Pavement tab found on C.20 indicates that there is 11” paving in Stage 12. This presents two problems. First the remarks refer to typical 7156 found on plan sheet B.18. To add to the confusion, 7156 discusses 6” HMA shoulder. This item does not exist. The larger conundrum deals with the completion information contained under Site 01. The note states all work in stages 1-6 must be completed and the traffic (must) be in stage 7 with no further lane closures on I-29 to either earn or lose \$ 7,000 per calendar day. So there are really three questions to answer. First, is this 11” paving or should an item be added for shoulder detailed in typical 7156? Second, why does this work have to be built in stage 12? Third, if this work does have to be built in stage 12 don’t the site 01 notes have to be modified?</p>	Refer to Addendum 16JAN109.A05.	2013-01-11 18:49:19
January 16 <sup>th</sup> 2013	109	<p>The plans sheet P.1 call for the 2 existing light towers to be removed per section 2401 but don't say how its paid for. Is there a bid item for these removals?</p>	<p>There are two bid items for these removals. Please refer to Sheet C.1 of the plan set. Removal of the tower foundations is covered under Item Code 2401-6745356 – REMOVAL OF CONCRETE FOOTINGS OF LIGHT POLES. Removal of the lighting towers is covered under Item Code 2401- 6745765 – REMOVAL OF LIGHT POLES. Measurement and Payment for each of these Items is discussed in the Estimate Reference Information on Sheet C.4.</p>	2013-01-07 10:44:08
January 16 <sup>th</sup> 2013	109	<p>Page B.23 "TIE Special" detail shows a thickened edge and BT-3 joint for tied detour pavement. On some past I-29 projects this detail was used at specific locations, not at all detour pavement that was adjacent to another slab. As the ACC option would not be tied to anything, are there specific locations for the "tied" PCC option or is it all detour pavement adjacent to existing pavement. Thanks</p>	<p>The typical ‘TIE’ should be used between the existing pavement and detour pavement at locations where traffic crosses the joint.</p>	2013-01-09 16:15:13



January 16 <sup>th</sup> 2013	109	Page B.13, detail's HRG7129 BARO1 show subdrain trenched through what appears to be granular subbase at finished grade. Trenching through the granular subbase will contaminate the subbase around the trench and it is forbidden (with punishment up to and including "slow torture by inspector") to have any equipment on the granular subbase. Would it be acceptable to place the subdrain after the special backfill and then cover the subdrain trench and porous backfill with the granular subbase? If not please provide an explanation of what is acceptable for this scope of work. This may also be a good candidate for the specification committee to consider.	The contractor will: 1) Place the special backfill, 2) Trench and place the subdrain, 3) Backfill with porous backfill, and 4) Place granular subbase, covering the subdrain trench and porous backfill.	2013-01-07 10:42:44
January 16 <sup>th</sup> 2013	109	Page J.1, traffic control note 17, "Contractor to monitor traffic queuing across the railroad tracks and to take remedial action to correct the situation, as approved by the Engineer". You are going to have to give us more than that. We know it is our responsibility to work with the owner to address project issues / problems that arise, what remedial action are we supposed to be prepared to take? Helicopters to lift the cars off the tracks? (We may need to establish a pay item).	Refer to Addendum 16JAN109.A03.	2013-01-09 11:05:43
January 16 <sup>th</sup> 2013	109	A large quantity of paving exists on the project where we will match existing pavement, 2317 refers to 2316 for ABI. When matching an existing slab with a "full width" (2 lanes wide) pour is just the lane adjacent to the existing slab protected under ABI or do both lanes paved monolithically fall under ABI?	ABI on the adjacent lane only. Normal requirements for smoothness in the second lane.	2013-01-09 09:55:53
January 16 <sup>th</sup> 2013	109	The estimate reference information for Item 640-Detour Pavement states that the concrete option shall have 'c' joints. Tab 112-8 on sheet C.29 references PV-500. This detail states that the paving shall be 9 inches of concrete and include CD baskets. Please clarify the IDOT's intentions. Thank you.	The crossover should be Detour Pavement with 'C' joints on concrete option as indicated in the Estimate Reference Information. For construction detail, please refer to Sheets F.5 and F.6.	2013-01-09 16:17:32
January 16 <sup>th</sup> 2013	109	Page 2 of the proposal, site 04 states an approximate start date of 04/14/14. I think / hope that is a mistake, should it be 04/14/13?	The approximate start date of 04/14/14 is correct. This project is planned for two construction seasons.	2013-01-09 18:00:37

January 16 <sup>th</sup> 2013	109	A question concerning item 1410 typical 6135, page B.19 "curb, dowelled P.C. concrete" was recently asked and answered. What size steel, at what spacing and "set" how deep in the slab are required? We realize that it makes no difference but are skeptical at best that the curb will stay in place over a winter. The steel referenced in typical 6150 on page B.19 (item #600) does not look like it will work for this application. Thank you.	Refer to Addendum 16JAN109.A05.	2013-01-11 18:48:05
January 16 <sup>th</sup> 2013	109	Any chance of getting some jointing for for the bridge approach bid item# 0570? Thanks.	Refer to the Sheets K.43, K.49, and K.55 for jointing details on the bridge approach.	2013-01-11 16:31:50
January 16 <sup>th</sup> 2013	109	Concerning stages 8A - 13, we have scheduled this several different ways, due to the small work area (not much availability of concurrent work), extreme amount of traffic traffic movements, electrical work associated with the signals and just cure time requirements of a minimum of 21 days we think 150 calendar days is far more realistic. Please re-visit the assigned calendar days. Thank you.	These details are intended to minimize traffic disruption, additional days are not anticipated to be added at this time.	2013-01-09 18:09:58
January 16 <sup>th</sup> 2013	109	Currently, there is a contractor working on an MSE wall just to the north of this project in the southbound lanes. Typically, they will put up lane closures daily to work on the wall. Will there be lane closures in spring of 2013 for this project? If so, these lanes closures may conflict with stage 1 median work near station 398 that will begin in spring. How will this issue be addressed?	The MSE project has all of the MSE wall panels set. The MSE wall requires some granular backfill capped with special backfill to complete. The contractor plans to resume work the week of January 14th unless weather prevents working. The backfill work is anticipated to take one week to complete. Once that portion of the work is complete then the sheet pile shoring will be pulled. The only work which should remain at the time when the (222) project would be started will be to construct the coping which will be able to be done behind the barrier rail and will not require lane closures.	2013-01-10 17:42:52
January 16 <sup>th</sup> 2013	109	There are several subdrain outlets located in median that are supposed to outlet to the right ditch (table 104-9). Are these transverse subdrain outlets that run under pavement?	Yes, there are median subdrains whose outlet to ditches will need to run under the NB pavement.	2013-01-11 15:04:35

January 16 <sup>th</sup> 2013	109	ITEM # 2519-3300700 TEMPORARY FENCE. HAS 1543 LF 585 LF CHAIN LINK FENCE AND 958 LF OF FIELD FENCE. THIS IS A SINGLE BID ITEM FOR 2 DIFFERENT KINDS OF FENCE. IS THIS CORRECT OR SHOULD THERE BE A SEPARATE BID ITEM FOR THE DIFFERENT FENCING TYPES	The bid item is correct as shown.	2013-01-15 15:36:19
January 16 <sup>th</sup> 2013	109	Sheets N.22 and N.27 indicate that the existing temporary signals at the NB and SB ramps at Singing Hills are not to be removed until the new temporary signals are operational, what is to become of the (existing) temporary signals? Special provision for temporary traffic signalization states that the temporary signals I assume the new temporaries are "to become the property of the Iowa DOT at the completion of the Contractors operation and maintenance period". Does this mean that the temporary signals are to remain installed with the permanent signals? If not what is to become of the stage 9-12 temporary signals?	At the SB and NB Singing Hills Blvd terminal intersections, the existing temporary traffic signal equipment is to be used. It is understood additional wooden poles and structural support systems will be necessary, however it is intended that the existing temporary traffic signal equipment will be relocated during a 'crossover period' at night. Any additional equipment required to complete the crossover operation, will become property of the existing temporary signal installation. All equipment as part of the temporary signal installation will become property of dot once the permanent traffic signals are installed and operational.	2013-01-15 15:35:00
January 16 <sup>th</sup> 2013	109	Are ther jointing detail sheets available for Singing Hills ?	Jointing plan was not developed, but longitudinal and transverse joint types are defined on typical SR01 on Sheet B.14.	2013-01-15 15:33:37
January 16 <sup>th</sup> 2013	109	In regards to the Handhole dimensions. The special provisions spec says 30x48x30 for Type III. The plan drawing says 30x48x36 for Type III. Which one is right for this project? Thanks!	Refer to Addendum 16JAN109.A06.	2013-01-15 18:05:47

January 16 <sup>th</sup> 2013	109	We would like you to reconsider our request to add additional calendar days for the 2014 work to be completed in the Singing Hills area. It is our understanding that it is never the intention of the IDOT to intentionally force a contractor to add liquidated damages to a project based on the assigned contract period. It is our firm belief that this work can't not be built within the current specified contract time. Has it been considered that besides the Singing Hills work that you also have to build over 6,100 SY of 11 inch ramp pavement? We know what the IDOT's desire is but we do not believe that the work can be built in 110 calendar days. Please review this request again.	This was reviewed and the answer to adding days for this work is still no. The intent is not to bid in liquidated damages, but to bid in acceleration.	2013-01-11 15:44:12
January 16 <sup>th</sup> 2013	109	Sheet B.19 gives detail of milling and to be milled the width of letter "M" ..... "M" does not have a width specified. Is it variable?	Refer to Sheets L.12 to L.14 for details of median construction.	2013-01-15 15:25:44
January 16 <sup>th</sup> 2013	109	On page 2 of the proposal, It states that there are 20 workings with liquidated damages of \$1,500/day for the contract. Is this correct? If so, does this mean that you have 20 working days to complete the entire contract? Plesae clarify.	Refer to Proposal Note 656.0183 for an explanation of the contract and site working days.	2013-01-14 11:37:43
January 16 <sup>th</sup> 2013	109	Sheet N.41 Mast arm pole base schedule does not specify bases for poles with multiple mast arms (SB ramp pole #12 and NB ramp pole#22) what should be the depth and dia. of these foundations?	Refer to Addendum 16JAN109.A07.	2013-01-15 18:27:37
January 16 <sup>th</sup> 2013	109	The template quantities and adjustment sheets don't show class 10 for stage 8A (sheet T.18). Has this been included in another stage or is it incidental to the detour pavement? Please clarify.	include earthwork associated with stage 8A as incidental to the detour pavement.	2013-01-15 15:38:12
January 16 <sup>th</sup> 2013	109	On sheet C.22, table 103-4, no topsoil quantities are included for stations 1294+50 to 1394+50. This is approximately half the project. Please review and adjust quantities accordingly.	Refer to Addendum 16JAN109.A06.	2013-01-15 18:02:37
January 16 <sup>th</sup> 2013	109	Item # 0170 75' sign truss is not the plans. In the tabulations it calls for a 75' truss at the location the plans call for a 70' truss. So is the bid item needed?	Refer to Addendum 16JAN109.A07.	2013-01-15 18:28:04

January 16 <sup>th</sup> 2013	109	Bid Item 1690 Pre-Cut Symbols and Legends, Regular Marking Tape. This is a foil back tape shouldn't it be an intersection grade tape? Is to be permanent markings or temporary markings?	These are temporary markings and there will be no change to the plan bid item.	2013-01-15 18:30:20
January 16 <sup>th</sup> 2013	109	Is the intent for the controller, video, and EVP systems currently installed as temporary signal equipment at the NB and SB ramps at Singing Hills Blvd. to be modified and used for the "new" temporary signal installation? Or is all of the "new" temporary equipment to be new?	The existing equipment is to be reused and modified as need be.	2013-01-15 18:29:17
January 16 <sup>th</sup> 2013	151	Is item #5 removing 4" of asphalt over concrete and item #17 removing the concrete? They both show removing the same areas? The descriptions say full depth acc...	PLEASE SEE ADDENDUM 16JAN151.A01	2013-01-04 18:20:53
January 16 <sup>th</sup> 2013	151	I didn't see a line item for seed, fertilize and mulch. Will this be considered incidental?	Mulching, seeding and fertilizing is not required in the plans. This work will be completed by the City.	2013-01-07 11:06:26
January 16 <sup>th</sup> 2013	151	Item 17 Removal of Pavement refers you to tab 110-1 but does not tell you the depth of existing pavement. Where is the existing depth of pavement listed on the plans?	See ADDENDUM 16JAN151.A03	2013-01-15 18:25:24
January 16 <sup>th</sup> 2013	152	On MP-3-2(704)172--76-35 the milling quantity is 12,600 SY. That seems high according to detail 7308. Is 12,600 SY correct?	See ADDENDUM 16JAN152.A01	2012-12-28 18:42:38
January 16 <sup>th</sup> 2013	152	What is the replacement depth of the p.c.c. patches listed under projects IM-035-6(120)166--02-35 and IM-035-8(46)217--02-98? Thanks.	See ADDENDUM 16JAN152.A01	2012-12-28 18:42:03
January 16 <sup>th</sup> 2013	152	In the Estimate Reference Information for HMA 1M Base Course it states that "All furnishing and finishing of the Aggregate for the Paved Shoulder Fillet is incidental to the HMA Base Course", what aggregate is this referring too?	See ADDENDUM 16JAN152.A02	2012-12-28 18:46:24
January 16 <sup>th</sup> 2013	152	Tab 112-9 shows that for the HMA Shoulder Strengthening both the HMA Base and Paved Shoulder are both bid items. Is the HMA for the strengthening being paid for as paved shoulder, HMA Base 1M, or both?	See ADDENDUM 16JAN152.A02	2012-12-28 18:47:20

January 16 <sup>th</sup> 2013	152	IMX 35-6(120)166-02-35 pavement scarification is 746,238.5 SY, adding up the quantities from 2602,2616, and 7309A comes to 326,238.5 SY. Is there another detail that is missing somewhere?	See ADDENDUM 16JAN152.A02	2012-12-28 18:47:58
January 16 <sup>th</sup> 2013	152	Is there a pavement history for the outside shoulder mix and the ramp mix for recycling on the Franklin County portion of this job?	Both project's original 1971 pavement had the 3-19-71 dated RH-36 Paved which was the inside and outside 10' shoulders be 8" depth Type "B" Asphalt Treated Base Class 1. Both project's 1992 resurfacing had the inside 6' shoulder be the same material and thickness as the Binder and Surface material, and the outside 10' shoulder be 4" depth Type "B" Asphalt Treated Base Class 1.	2013-01-09 14:44:01
January 16 <sup>th</sup> 2013	152	there is a field office bid item#1020 for Worth County portion, however there is no bid item for the Franklin county portion of the project and therefore we would not be required to provide a filed office for that portion of the project in Franklin county?	Correct, No Field Office on the Franklin County Section.	2013-01-15 15:16:59
January 16 <sup>th</sup> 2013	152	there are earth shoulders (topsoil furnish and spread)required on this project. there are several delineator posts in the outside shoulder that are in the way for doing a quality job with the topsoil placement and compaction. It seems there should be an bid item to remove the old and replace with new Delineator posts and reflectors.	Please See ADDENDUM 16JAN152.A04	2013-01-15 18:21:05
January 16 <sup>th</sup> 2013	152	Does the vegetation to be removed on the shoulder fillet have to be hauled off site? Or can it be disked in with the scarify process.	Yes, but within Topsoil placement limits. If done outside the limits, then the seeding, fertilizing and mulching for the Topsoil placement is required, and will be incidental to the plans.	2013-01-15 15:18:26
January 16 <sup>th</sup> 2013	152	seeding and fertilizing item has 2 applications of fertilizer, how many # per application?	The fertilizer rate should be 750 pounds per acre of 13-13-13 for each application. The second application should take place after the final mowing in the fall of 2013.	2013-01-15 18:19:14
January 16 <sup>th</sup> 2013	152	Will an endgate seeder be an acceptable form of fertilizer application for "Seeding and Fertilizing (Rural)?"	An end gate seeder would be suitable for spreading the fertilizer as long as the contractor can ensure the fertilizer is applied spread evenly and at the appropriate rate as required in the contract documents.	2013-01-15 18:20:02

January 16 <sup>th</sup> 2013	153	It appears there is only enough quantity for 1 coat of paint. Per spec. striping must be done daily per lift and 2 lifts are being installed.	Per recent meetings between contracts, FHWA, and County Engineers, placement of temporary pavement markings is interpreted in a manner that no painting is required until the entire project is finished (lower traffic count roads such as here). If there is an interruption of the project that results in a delay and need for temporary signing or other traffic control, the responsible party would be responsible for temporary measures. In other words, I know this has been a concern in the recent past, but it should be fine as per plans and spec with the recent interpretation.	2013-01-09 15:50:38
January 16 <sup>th</sup> 2013	153	On Co Rd M41, what does it mean under Ref note #2 "includes 548 ton of lane repair?"	PLEASE SEE ADDENDUM 16JAN153.A01	2013-01-09 17:27:22
January 16 <sup>th</sup> 2013	154	There is not enough RAP coming off the project to included in the shoulders, mix, and drives and side roads.	Estimate Reference Information Items 1 and 9. Drives, fillets, and RAP used in HMA was not deducted from the quantities. The end quantity of RAP not used in HMA will be the only material the contractor will be required to place on shoulders, drives, and sideroads.	2013-01-08 17:04:44
January 16 <sup>th</sup> 2013	154	Under granular shoulders, it states drives and intersection fillets were not deducted, but then there is a line item (#9) with another quantity. This quantity seems to be high also.	RAP not used in HMA paving operations shall be placed on shoulders as shown on Sheet B.01. After shoulder work is complete, remaining RAP, if any, shall be placed on sideroads and driveways. If no RAP remains for sideroads and driveways, the quantity for Item #9 will be zero. No virgin material will be brought in for this project, and no RAP will be hauled off this project. Quantities are high because fillets, drives, and HMA RAP were not deducted.	2013-01-08 17:03:10
January 16 <sup>th</sup> 2013	155	RR data was provided and yet there is no bid item for RR Insurance. Please verify.	No items needed.UPDATE: ADDENDUM.16JAN155.A01 added a railroad special provision and 2 insurance bid items.	2013-01-10 10:27:13



January 16 <sup>th</sup> 2013	155	In Tab 112-9 on sheet C.4 several areas of existing paved shoulders are identified, but no existing widths are provided. Can the existing shoulder widths be provided? Also, in areas where new shoulder is not to be paved full width, has the W+1 width been used to calculate the Class 13 Excavation quantity?	First question: Existing shoulder widths? The locations that have existing paved shoulders or shoulder strengthening vary in width. Tab 112-9 notes the locations where the existing shoulder is to be milled. The quantity of this milling is noted in the "Estimate Reference Information" on sheet C.1 for item number 4, EXCAVATION, CLASS 13, FOR WIDENING: "Quantity includes 44 Cu Yds of HMA milling (1001 sq yds at 1.5", and 14 sq yds at 6")."Second Question: W+1 width used in calculations? Yes. As noted in typical 7152 on sheet B.1, note 8, "The paved shoulder area and class 13 excavation limits is based on a width of W+1' for location with a safety edge. Note 9 goes on to say "A safety edge shall only be placed on shoulder less than full-width.	2013-01-08 15:35:41
January 16 <sup>th</sup> 2013	155	CAN THE 6" ASPHALT SHOULDER BE LAYED IN ONE LIFT.	No. Refer to the Sections 2122 and 2303 of the standard specifications.	2013-01-15 11:14:16
January 16 <sup>th</sup> 2013	156	Can Class 13 Excavation for Widening be wasted on the shoulders/inslope or does it have to be disposed of off site?	Per standard specification for 2213.05 Excavation, Class 13, for Widening. Payment includes removal of bituminous fragments, boulders, and broken concrete according to Article 1104.08	2013-01-15 18:32:39
January 16 <sup>th</sup> 2013	158	Item 15 Removal of curb refers to Tab 113-1 in the reference notes. Cannot find that Tab in the plans.	The curb removal information is located in tab SW-RM, sheet C.10.	2013-01-15 15:21:36
January 16 <sup>th</sup> 2013	159	Under general notes it is stated no work within 25' of STA. 1888+17 and it looks as if scarification enters into this area. Please review if HMA and Scarification STA. are correct or is RR Insurance needed?	See Addendum 16JAN159.A01	2013-01-09 09:49:04
January 16 <sup>th</sup> 2013	159	Could a pavement history for classification be provided for the material that will be milled?	See Addendum 16JAN159.A01	2013-01-09 09:48:17
January 16 <sup>th</sup> 2013	201	The C-1 sheet for quantities is 76-58 need 76-68.	We think you are referring to b.o. 206. This was fixed by addendum.	2013-01-15 10:45:05
January 16 <sup>th</sup> 2013	204	please review flagger and pilot car days on this job. they far out number the working days allowed.? or maybe the working days need extended?	See ADDENDUM.16JAN204.A02	2013-01-10 15:46:13
January 16 <sup>th</sup> 2013	205	I have a couple questions do we have to remove the existing striping before applying the Micro and what is used for temporary striping tabs or paint?	No,you do not have to remove striping before applying microsurfacing. There is no temporary paint needed.	2013-01-15 15:53:36

January 16 <sup>th</sup> 2013	301	Will steel casing be allowed as a proposed alternate to the RCP for the trenchless portion?	After the project is awarded and the contract is signed, you could submit a value engineering proposal.	2013-01-08 17:27:49
January 16 <sup>th</sup> 2013	301	How are they Proposing to get the dirt across the road without shutting the HWY down or tearing up the road?	Contractors Option.	2013-01-11 18:56:42
January 16 <sup>th</sup> 2013	301	What parts of the Project are the Flaggers going to be required for?	Flaggers are required whenever TC-213 is used. This TC is included in the listing of Standard Road Plans on sheet C.2 of the plans.	2013-01-15 15:49:25
January 16 <sup>th</sup> 2013	301	Is the contractor responsible for moisture and compaction testing of the dirt?	Yes per Standard Specification Section 2107	2013-01-15 15:48:39
January 16 <sup>th</sup> 2013	301	Can the soil boring logs be provided? Is there any more information known about the nature of the sandstone expected to be encountered?	All of the borings are listed on the cross sections.	2013-01-15 17:08:29
January 16 <sup>th</sup> 2013	302	How were the number of safety closures determined as shown in the Safety Closure tab 108-13A? Site 1 - 3 used every night of closure or 1 used every night for 3 nights?	One used every night for three nights.	2013-01-14 12:49:03
January 16 <sup>th</sup> 2013	302	How did you calculate the number of days for the changeable message board? There is 5 working days(nights) for site 1 and only 3 safety closures. Site 2 has the same issue but 15 working days and 12 safety closures? Will we get paid for each working day that safety closures are used?	Method of Measurement and Basis of Payment for the Changeable Message Board(s) shall be according to section 2528.Method of Measurement and Basis of Payment for Safety Closure(s) shall be according to section 2518.	2013-01-15 18:08:43
January 16 <sup>th</sup> 2013	352	Since no item for Construction Survey is listed will the IDOT be doing the sign layout for the sign footings and wood posts? This is not noted as incidental to the project in the notes.	The estimate reference note for wood posts and for the steel breakaway posts states: "Lengths in the tabulations are estimates only. Actual lengths shall be determined by field survey. Surveys are the responsibility of the Contractor and are considered incidental to this item."	2013-01-08 17:06:01
January 16 <sup>th</sup> 2013	401	Does the leach field need to be removed on the septic or can it be plugged or capped? Is there enough topsoil on site to work with or will you need to haul some in and if does will it have to be tested? Will there be any soil on site to backfill with or will it have to be hauled in?	The answers to all questions regarding Salvage and Removal projects are in the Specification Book Section 2538.	2013-01-10 10:53:46

January 16 <sup>th</sup> 2013	501	For bid item # 10 Overseeding Fertilizing. The reference notes say that this is to be applied with aerial equipment. The wind is always an issue when doing this type of seeding. Could we use ground driven equipment to applied seed and fertilizer, if you do not disturb existing ground. Do when frozen conditions exist. Thank you.	Aerial equipment will be required as stated in the contract documents.	2013-01-08 15:33:10
January 16 <sup>th</sup> 2013	501	For bid item description #39 Native Grass Seeding, In the reference information (#11) it states in the last sentence " No fertilizer shall be required for this item" is that correct ?	Refer to Addendum 16JAN501.A02.	2013-01-09 16:13:52
January 16 <sup>th</sup> 2013	501	For bid item description #15 Wildflower Seeding. In the reference information it states that areas are to be designated by the engineer. Is there stationing for these areas yet? Is there going to be 1 or 2 areas ? or 10-15 areas? Thank you	There will be a maximum of two areas designated for wildflower seeding. One area will be located near the interchange of US 63 and IA 3 and the other area will be located between station 118 through 120 at the intersection of IA 93 and 63.	2013-01-09 11:08:27
January 16 <sup>th</sup> 2013	501	For the traffic control on these projects, will there be any daytime hours restrictions or night restrictions for (shoulder closure) or (lane closure) to do watering of excelsior mat? Thank You	There will be no daytime hours restrictions or night restrictions for (shoulder closure) or (lane closure) to complete the waterings.	2013-01-09 11:09:35
January 16 <sup>th</sup> 2013	502	Item 1 is for clearing and grubbing, yet there is no location noted or what specifically needs to be cleared.	Refer to Addendum 16JAN502.A01.	2013-01-07 10:43:18
January 16 <sup>th</sup> 2013	502	Concerning item 11-13--What is the rate for fertilizer--What Kind of fertilizer. Is it 750 per acre 1st application. What is the 2nd application	As stated in the reference notes on Plan Sheet C.2, "The fertilizer and seeding mixture and rate shall be applied as described in the Standard Specifications Article 2601.03 B 4 b and article 2601.03 B 4 c Table 2601.03-2." The 2nd applications is applying the 1st application a second time during the next permanent seeding period following initial seeding and fertilizer applications as stated in Article 2601.03 B 4 b 3.	2013-01-15 11:21:37
January 16 <sup>th</sup> 2013	502	in reference to items 11-14--what is the fertilizer rates/what is the fertilizer. Is the rate 750 lbs on the 1st application--and what is the 2nd application	As stated in the reference notes on Plan Sheet C.2, "The fertilizer and seeding mixture and rate shall be applied as described in the Standard Specifications Article 2601.03 B 4 b and article 2601.03 B 4 c Table 2601.03-2." The 2nd applications is applying the 1st application a second time during the next permanent seeding period following initial seeding and fertilizer applications as stated in Article 2601.03 B 4 b 3.	2013-01-15 11:22:21

January 16 <sup>th</sup> 2013	601	We received as builds for this project, however, it seems like the City Island Bridge over the Mississippi River is not included in the as builds. Can we get structural steel drawings of this bridge? I realize it may have been originally owned by Wisconsin DOT, is there a way to get them from Wisconsin if that's the case? In addition, is there a way to match up the SNs of the as builds with the new project numbers? There are 4 bridges on this contract and there is no way of identifying which bridge is which.	First of all there are only three bridges on this proposal. One project BRFN-061-8(122)--39-31 is for the cleaning of the City Island Bridge and another BRFN-061-8(101)--39-31 is for painting the same bridge. It cannot be determined which plans you received the as-builts from the question submitted but the correct set of plans for the superstructure for the City Island Bridge is BRF-561-4(4)--38-31. And each bridge has a location description on the proposal.	2013-01-15 15:54:59
January 16 <sup>th</sup> 2013	601	In regards to the Project No: BRFN-061-8(101)-39-31. It states that: Through traffic will be maintained on the project at all times. No lane closure will be allowed. However, in the standards listed for this project there is a TC-418. Just wanted to see which one is applicable, are we able or unable to have a lane closure? Thanks.	under review	2013-01-10 16:21:40
January 16 <sup>th</sup> 2013	601	In the proposal for the limits of painting for Bridge # 3191.8S061 it specified the limits for Truss Spans and limits for Arch Span. The bridge shows only 1 Arch Span and the remainder of the bridge are Girder Spans. Can you please clarify what you mean by Truss Spans. Can you provide a dwg showing the limits of painting? Thank you	See addendum 16jan601.a03	2013-01-15 16:38:19
January 16 <sup>th</sup> 2013	603	On Sheet J.1 Staging Notes tab 108-26A Refers to sheets J.29-J.33 and J.29-J.37 but they are not included in the plan set. This same tab, staging 1, refers to tab 113-3 and I cannot find it in the plan set. Can you direct to these items?	SEE ADDENDUM.16JAN603.A01	2013-01-15 16:45:43
January 16 <sup>th</sup> 2013	603	Tab 113-2 for sidewalk closures has 2 Type III barricades at each corner of each bridge. Why is a second Type III needed? Does it hold the sidewalk closed ahead sign?	Both pedestrian bridges have walking surfaces that measure 12' across. This requires 2-6' Type III barricades, one with a sidewalk closed sign, for each end of the bridge.	2013-01-15 11:34:46
December 18 <sup>th</sup> 2012	001	What happened to the list of plan holders normally included in the bidders list for each project?	You can find a planholders list here: <a href="http://www.iowadot.gov/contracts/lettings/PlanHolderList.pdf">http://www.iowadot.gov/contracts/lettings/PlanHolderList.pdf</a>	2012-12-12 11:50:21

December 18 <sup>th</sup> 2012	006	There is a considerable amount of utilities that are in conflict on this project. It appears that some of them maybe be getting moved. Is that correct? Is it anticipated that all the conflicting utilities besides the water and sewer line will be relocated prior to the 4-15-13 late start date? There would be no way for the contractor to coordinate moving all of the conflicting utilities out of the way on their own and still meet the late start date unless that process was already well underway. This information will greatly effect pricing this project. Thank you	The fiber optics (FOC) on the north side has been relocated. The Gas on the north side has been relocated. The overhead electric (OHE) is aware of the project and will need to be coordinated during construction. The sanitary and water main are addressed in the plans. The fiber optics (FOC) on the south side is aware of the project	2012-12-12 11:44:59
December 18 <sup>th</sup> 2012	006	Bid Line Item 0290 Fittings by weight. Are these being paid by full body weight or compact weight?	The estimated weight for Bid Item No. 0290 was based on compact fittings.	2012-12-13 17:41:23
December 18 <sup>th</sup> 2012	006	Sheet 5 Hazardous Material Notes. Does this mean we should have the lead/chromium paint removed prior to demolishing the bridge?	Paint does not need to be removed prior to demolition. Any paint that the contractor elects to remove must be collected and disposed of properly.	2012-12-13 17:42:48
December 18 <sup>th</sup> 2012	006	If two separate 12' culvert sections are installed instead of a double 12' section, how can culvert ties be installed on the abutting walls of the second 12' culvert with the required 6" max distance?	The culvert ties will need to be installed on the inside face of the interior wall when the second line is placed.	2012-12-13 17:47:35
December 18 <sup>th</sup> 2012	007	Item 15: 9" Paving 1,929 SY Tab 100-24 on C.7 accounts for this, reference notes on C.2 include 153 SY from Tab 102-3 on C.9 for entrances, should the correct total SY for 9" Paving be 2,082? Also included is 722 LF of curb west of west bridge approach is this the correct length?	Please refer ADDENDUM.18DEC007.A01	2012-12-10 11:54:58
December 18 <sup>th</sup> 2012	007	Item 12, Railroad Protection Insurance, on the bridge plans, is not an item on the proposal. Will an item be added to the proposal?	Please refer ADDENDUM.18DEC007.A01	2012-12-07 18:48:07
December 18 <sup>th</sup> 2012	007	It appears that temporary shoring will be needed for the constuction of the pier footings near the railroad. Will an item be added to the proposal to cover this work?Can design requirements for temporary shoring installed near the railroad tracks be added to the bid documents?How much of the existing pier at the new Pier 2 location will have to be removed to allow for the construction of new Pier 2? Portions of this old pier are very near the existing railroad tracks.	Please refer to ADDENDUM.18DEC007.A02	2012-12-12 11:47:29

December 18 <sup>th</sup> 2012	008	Doesn't it take 7 C15 Channel Diaph., 6 is listed. The stiffener is extra.	Please refer to bridge standard H30SI-30-12 for c15 channel diaphragm information.	2012-12-12 11:48:44
December 18 <sup>th</sup> 2012	009	Items 48 and 49 for Trenched DIP Water Main include quantity for the DIP Water Main that is to be mounted to the Bridge. Please consider seperating these quantities as the mounted unit price can be 10x the trenched unit price.	The bid item reference notes for items 48 and 49 state that the materials required to mount the water main on the bridge are included and therefore should be bid accordingly.	2012-11-27 16:23:44
December 18 <sup>th</sup> 2012	009	Estimate proposal details page 2 mentions free winter work will be allowed prior to April 1, 2013 and late start date. Estimate proposal special provisions list page 1 states winter free time will not be permitted. There is also a note regarding the Indiana Bat for Clearing and Grubbing. General Notes on A.02 state Midamerican Gas Lines and Electric Lines will be relocated/buried prior to construction. Has a schedule been established for the contractor to review if any of this work will be complete to allow free winter work?	Refer to Addendum 18DEC009.A01 for issues concerning winter free time. The gas line relocation is complete and they are planning to begin work on the power poles next week and anticipate that the work will take 1 ½ - 2 weeks to complete. Based on that information all of the utilities will have been relocated prior to the contractor construction as stated on the plans, including free winter work.	2012-11-29 10:27:47
December 18 <sup>th</sup> 2012	009	Estimated project quantities on C.01 shows 144 LF for item 20 - concrete barrier rail, aesthetic. Open rail barrier rail quantities on U.13 show 440.67 LF. Please confirm which LF quantity is correct as well as concrete placement summary.	Refer to Addendum 18DEC009.A02.	2012-11-30 11:26:36
December 18 <sup>th</sup> 2012	009	The plan view of the approach sidewalk slab show 16" and 24" PVC Casing. Is ther a spec provided for this casing?	The installation of the casing is discussed in the special provision for the water main on the bridge. The purpose of the PVC is to create a void in the abutment for the water main, the schedule of PVC used to allow for the water main to be installed through the abutment is up to the contractor. There is also an additional detail showing the casing on sheet U.16.	2012-12-10 11:56:50
December 18 <sup>th</sup> 2012	009	What is the required spacing distance between the pipe hangers required for hanging the water main casing?	Refer to Addendum 18DEC009.A03.	2012-12-11 17:26:37
December 18 <sup>th</sup> 2012	009	In the special provisions for the water main under the bridge it only allows ductile iron pipe. In the special provisions for water main it allows for pvc and ductile. Am I right in assuming I can switch over to pvc outside of the bridge? I would like to clarify that that is the intention before I price it out that way.	The two bid items for the water main, #48 and #49, are "Water Main, Trenched, DIP" which as stated in the bid item reference notes includes the water main on the bridge as well the water main in the ground. The only place where PVC will be used is as a casing for the water main to be installed through the bridge as shown on the plans.	2012-12-12 11:51:57



December 18 <sup>th</sup> 2012	009	What depth is the subdrain to be installed at?	Refer to Addendum 18DEC009.A03.	2012-12-11 17:26:11
December 18 <sup>th</sup> 2012	009	Is there a quantity of storm sewer to be removed? Is it incidental?	Refer to Addendum 18DEC009.A03.	2012-12-11 17:25:47
December 18 <sup>th</sup> 2012	009	Will the water main need to be removed prior to the demolition of the existing bridge? If so, how will it be sequenced to keep service to the houses during construction of the bridge?	Construction sequence is up to the contractor, service to houses shall be maintained at all times.	2012-12-14 19:05:30
December 18 <sup>th</sup> 2012	009	In regards to the overhead utility relocations; utility contractor was onsite today and mentioned there are no further plans to relocate the east-west overhead utilities that will be in conflict with the installation of the driven H Pile and PPC Beam on the north side of the new bridge. Will this be addressed prior to the late start date?	Work relative to this item should be bid according to the contractors interpretation of the plans.	2012-12-14 19:04:51
December 18 <sup>th</sup> 2012	009	Should the contractor assume the additional costs and coordination with the electric utility to de-energize and/or relocate the overhead line over the north side of the bridge?	under review	2012-12-17 08:39:22
December 18 <sup>th</sup> 2012	010	Would a precast box culvert be considered or acceptable on this project?	Precast culvert will not be allowed at this site.	2012-11-27 16:24:35
December 18 <sup>th</sup> 2012	011	Are the CMP roadway drainage structures on sheet C.02 supposed to be 3" x 1" corrugations? Usually, this size pipe is 2 2/3" x 1/2" corrugations.	Yes.	2012-12-17 11:31:16
December 18 <sup>th</sup> 2012	012	Title Sheet Indicates Bridge Repair in WB Lane, Tab 112-9 Shoulders and other Tabs indicate work EB Lane. Am I missing something? Would also request SY Tab 112-9 for Shoulders totals be reviewed.	Refer to Addendum 18DEC012.A01.	2012-11-30 14:04:58
December 18 <sup>th</sup> 2012	012	The standard road plan tab 105-4 Calls for a rm48 temporary flood light I can find no where else on the plans as to where this should be placed or if its incidental to TC since there is no bid item for it	under review	2012-12-18 09:00:13
December 18 <sup>th</sup> 2012	012	Item #11 road quantities shows 573.2 sy of pavement removal. Tab 110-1 show 1241.5, it also shows the sawcut of 573.2, but if you go off stationing it should be 1279.60 LF. What is correct, and how should we bid it?	under review	2012-12-18 09:00:44



December 18 <sup>th</sup> 2012	013	Please review the 120 working day period for this project. 120 days is not even sufficient time to build the bridge not to mention the removal of the existing bridge, dirtwork and paving. With no winter free time allowed this is at least a 180 day project.	The District reviewed these concerns. The project will be let as advertised.	2012-12-05 18:24:01
December 18 <sup>th</sup> 2012	013	The Items #20-23 in Estimated Project Quantities do not match the Tab. 108-8A Bid Items type or quantities listed on page C.4.	See addendum 18dec013.a01	2012-12-07 18:46:50
December 18 <sup>th</sup> 2012	013	Estimated Project Quantities Guardrail Items No.20-23 do not match the Bid Item quantities or types in the Tab.108-8A on sheet C.4.	See addendum 18dec013.a01	2012-12-07 18:47:22
December 18 <sup>th</sup> 2012	013	This project mentions a road closure and detour route. Is the detour route the responsibility of the contractor or contract authority?	All detour sign installation and maintenance will be performed by the county.	2012-12-12 11:55:19
December 18 <sup>th</sup> 2012	015	I understand that the quad tee precast panels attached to the adjacent panel at each side, but are they attached on the ends to the next span? If so, how are they attached?	The quad tee panels are not attached to the adjacent span. They are butted together and attached to the pier cap with a rod, the quad tees can simply be lifted off.	2012-12-12 11:13:56
December 18 <sup>th</sup> 2012	015	How are the barrier rails attached to the deck of the quad tee panels?	The barrier rail was poured monolithically with the outer quad tee unit so it will need to be picked along with the unit.	2012-12-12 11:12:41
December 18 <sup>th</sup> 2012	015	Please provide an allowable method of removal for the outside quad tee panels with the barrier rail left in place as to not damage the rail when lifting them off the bridge. The weight and center of gravity will not be the same as the details provided for the rest of the quad tee panels. Also what is the acceptable method of creating a "pick point" since the lifting points are now removed from the top of the panel.	The units, both with and without barrier rail, can be picked with a sling or chain. The sling would be the preferred method as it would be the least damaging but both lifting methods would be acceptable. The outer units should lift evenly and minimal twisting should occur.	2012-12-12 11:14:45
December 18 <sup>th</sup> 2012	015	Are there as built plans available for the current bridge for review?	We do not have any as built plans for this project. The original structure was constructed by the county and no plans were designed for the project.	2012-12-12 11:54:08
December 18 <sup>th</sup> 2012	015	Is there a detour required? If so, who will be required to set up and maintain?	A detour route has not been included in this project. All detour sign installation and maintenance will be performed by the county.	2012-12-12 11:53:35

December 18 <sup>th</sup> 2012	015	Bid item 10: (Remove and Reinstall Concrete Barrier Rail)Has a plan quantity of 72 LF. Do you intend for this item to install new Cast in place Rail? If so, please provide design details. Furthermore, will the item be paid for as built quantity or plan quantity?	Do not anticipate them to install new barrier rail. The outside unit and barrier rail should be picked and replaced as one unit. We do not anticipate any damage occurring as a result of removal and reinstallation. The bid item is more intended for the additional straps, material, etc. that may be required as a result of the additional weight and displaced center of gravity. If damage does occur as a result of age or an unforeseeable event, the new barrier rail will either be added to the contract as an additional item or constructed by county forces. This would depend on the contractor's schedule and can be discussed at the pre-con meeting.	2012-12-14 09:10:00
December 18 <sup>th</sup> 2012	015	If the Rail is to be picked with the Quad T precast deck panel, will item 10 Remove and Reinstall Concrete Barrier Rail be paid for in full if the item is not used?	See Addendum 18DEC015.A01	2012-12-14 12:39:21
December 18 <sup>th</sup> 2012	101	Shouldn't there be a quantity of earth shoulder finishing (item 0060) for all the sections noted in typical WE-19 on sheet B.03 ? Thanks	No the area back of the curbs is not considered shoulder. The excavations back of the curb is to be backfilled (volume in Item #1) and finished with topsoil (volume in Item #2).	2012-12-12 09:42:43
December 18 <sup>th</sup> 2012	101	Are 'L' sheets available for the entire project with some slope information also? With the different paving widths this information would be helpful.	No, there is no justification to producing 'L' sheets for the rest of the paving. The 'B' sheets show the spacing of joints for the typical paving and the 'L' sheets show the joint types and locations for the irregular areas in the intersections.	2012-12-12 09:41:55
December 18 <sup>th</sup> 2012	101	The estimate reference information for item 3 and 4 calls for gradation #14 which by spec can be recycled acc and pcc pavement but later in the description says all fill under pavement must be crushed stone. Can the existing pavement be crushed for subbase on this project?	Yes, if the recycled pavement material meets spec it can be used as base.To clarify, the last sentence says that they have to fill any over-excavation with the granular base materials specified; they can't use dirt to fill their over-excavations.	2012-12-14 19:07:10
December 18 <sup>th</sup> 2012	102	It doesn't appear that plans are available for ordering nor are they listed as a subscriber document for viewing. Message says "N/A". Please advise when plans will be available for ordering and/or viewing as soon as possible. Thank you.	Read the Dec. 7th message on the Iowa Bidx Homepage. Things have changed.	2012-12-10 16:17:19

December 18 <sup>th</sup> 2012	102	Does the modified subbase quantity include the rock material under the colored median as well as under the amended soil as shown on sheet U.02? Can a breakdown of the CY's be given if in fact the bid quantity includes this area?	The plan quantity for modified subbase (2,882 CY) includes additional thickness under the medians as shown on the typical sections and median planter detail. The total quantity of additional modified subbase thickness for the median work (colored concrete and planter median) is approximately 312 CY. The remainder of the modified subbase quantity (2,570 CY) is based on 8" thickness under all new pavement (including medians) and extending 3' beyond the back-of-curb as shown on the typical sections.	2012-12-10 11:53:17
December 18 <sup>th</sup> 2012	102	On sheet U.06 it calls out for the front face of the wall to be concrete coated with a limestone color. Is this incidental to the retaining wall? If it is can a quantity be given for the concrete coating?	Please refer to ADDENDUM.18DEC102.A02	2012-12-14 09:01:25
December 18 <sup>th</sup> 2012	102	Please advise if the (Qty 4) street light poles are to be anchor style base plate in lieu of slip base or breakaway base.	The base plate for the four lighting poles (2523-0000100) shall be standard anchor bolt style (to attached to the concrete streetlight footing as detailed on Sheet P.05) and does not need to be breakaway or slip base. The anchor bolts supplied shall be in accordance with the pole manufacturer.	2012-12-12 09:39:19
December 18 <sup>th</sup> 2012	102	Would it be acceptable to substitute a different type of slip lining in lieu of the one specified in the plans as long as it is one that is in the standard specifications.	No, bid what is shown in the plans/proposal. If you are awarded the contract value engineering may be pursued to change the item of work.	2012-12-17 11:30:41
December 18 <sup>th</sup> 2012	102	The detail of the 2' red concrete edge on Sheet U.03 has (2) #4 rebar. Does the entire median surface have #4 rebar or just the 2' section back of curb.	The (2)#4 rebar only needs to be included in the 2' red concrete edge section at the back-of-curb. The remainder of the paved median is unreinforced.	2012-12-17 09:54:37
December 18 <sup>th</sup> 2012	102	Per addendum 2 sheet 3 of 3, it states the meter pit will be taken care of by others. Does this mean we bid zero for bid item 81. Please clarify.	Bid Item 81 remains unchanged and should be bid appropriately (remove/relocate existing water meter pit located at 12+56, Left on Sheet D.01). The note to "removal of the water meter pit and backflow preventor" (Station 14+30, 35' Left on Sheet D.02) was inadvertently not included in the Estimated Project Quantities. Addendum No. 2 eliminated this work from this contract (to be completed by other). Since this item was not included in the original Estimated Project Quantities no quantity/cost adjustment was made or is required.	2012-12-17 14:16:44

December 18 <sup>th</sup> 2012	103	What is the pavement scarification thickness? From details POW1 and POW2 I can not determine the pavement scarification thickness and note 3 on POW1 does not help.	Highway F29 is currently an 18' wide pavement, with some amount of HMA over PCC. The top surface of the existing HMA is uneven. The contractor will need to perform pavement scarification on the HMA to establish a uniform grade for placement of the new PCC. Essentially they will be "trimming" the HMA with the scarification process. The typical indicates this material will become the property of the Contractor. It is not possible to predict how deep the scarification will need to be for this portion of the scarification.	2012-12-14 09:32:31
December 18 <sup>th</sup> 2012	103	Where can you find the list of contractors with a history of using DBE's? Also known as goody points.	On the bidx web site, in the subscriber document box. <a href="http://www.ia.bidx.com/lettings/121218/index.html">http://www.ia.bidx.com/lettings/121218/index.html</a>	2012-12-17 09:01:18
December 18 <sup>th</sup> 2012	103	The earth shoulder construction item on includes quantity to backfill the area with curb. Shouldn't the quantity be increased to include all areas of full depth pavement? What other item pays to construct the earth shoulder in these areas? They don't receive full depth shoulder rock. Thank you.	The county thinks the question is referring to the west end of the project, where there is removal of existing PCC and placement of 8" of PCC in order to tie the overlay into the existing fixed elevation of US63. This is a 300' long section. It is the county's intention to refill that area with shoulder rock along the edge of the new pavement.	2012-12-14 12:42:12
December 18 <sup>th</sup> 2012	151	The estimate reference information for bid item #6, Granular Material for Blanket, indicates that it is for stabilization of site soils and notes "rock" and "crushed stone" however Section 2107 K. 1. says material meeting Section 4133, Granular Backfill, shall be supplied, which can be a wide variety of materials, many of which do not provide for stabilization. I believe the engineer would prefer Granular Subbase or Macadam Stone	The intent of bid item #6 is for soil stabilization, if needed. So if it is possible for a material to meet the 4133 gradation that will not provide stabilization, then we don't want to use it and would like to switch it to macadam. There is currently a bid item for macadam stone base.	2012-12-14 09:03:07
December 18 <sup>th</sup> 2012	152	Per the construction sequence of base widening before CIP recycling, you have basically prevented a portable asphalt contractor from doing this work. Why this sequence instead of the normal CIP and then widening like we normally see?	District 2 wants a uniform pavement cross section...we want to have the CIPR extend through/across the base widening. Any water that enters into the CIPR portion of the pavement structure can then escape laterally to the shoulder. Placing the pavement widening after CIPR could create a bird bath effect where water penetrating into the CIPR is trapped by the base widening units. For this reason, District 2 will require construction as shown in Typical MC-1.	2012-12-13 17:38:34
December 18 <sup>th</sup> 2012	152	On page C.6 it mentions a Note 2 on several of the items. Does this entail cleaning out the entire run of that is at that station?	under review	2012-12-17 16:37:14

December 18 <sup>th</sup> 2012	152	On pages C.6 through C.8 it mentions extending the tile outlets, does this involve digging up the rodent guard and removing it and extending the tile line and reinstalling the rodent guard or do we have to extend the rodent guard itself?	under review	2012-12-17 16:37:41
December 18 <sup>th</sup> 2012	153	Can we get the Fax numbers or Email address listed for subcontractors?	The third party vendor currently used for collecting plan holder data does not support gathering fax numbers. The fax numbers of eligible prime bidders will continue to be posted on Bid Express. It has been our understanding from industry that fax numbers of prime bidders is critical, but that fax numbers of subcontractors (plan holders only) was not necessary. We will consider adding that information as future enhancement of the system.	2012-12-11 15:22:38
December 18 <sup>th</sup> 2012	153	Pavement tab says RAP is type B. It also says the source is Fort Dodge Mine which is type A. Can the RAP be used in the intermediate and surface?	The roadway was constructed originally with a type B aggregate minimum requirement. We will not be able to provide any additional information regarding the RAP classification until construction and we are able to send a sample for testing down to Ames. The contractor will have to make their own assumptions, if any, regarding the existing material.	2012-12-13 17:33:56
December 18 <sup>th</sup> 2012	153	Does the curb/headwall need to be removed from the bridge at station 1322+26? Typical 4318 on sheet B.4 shows removing a curb. How is this paid for? The bid item for curb removal is for curb tabulated at station 1530. Thanks	Detail 4318 is a general detail for use in a variety of situations. There is not an intent to require the removal of any of the existing structure including the existing timber headwall and PCC slab and therefore there are not tabs or bid items required.	2012-12-14 09:53:17
December 18 <sup>th</sup> 2012	153	The DOT is going to be the biggest benefactor if they can test and determine the RAP material before the bid. There would be significant savings to use ALL of the RAP from the project in the mixes. Can a job specific exception be made? All the other criteria of the RAP are exceptable. Dollars are very important to the DOT and this is a big factor for savings.	We do not have any additional information. Please bid as shown.	2012-12-18 09:10:30
December 18 <sup>th</sup> 2012	154	Why can the milled material only be used in the base course for the right turn lanes and the intermediate course, but not in the mainline base widening?	See Addendum 18DEC154.A01	2012-12-12 18:41:19

December 18 <sup>th</sup> 2012	155	Tab 110-2 lists all the current drainage structures as RCB's, but tab 104-3 does not require any RF-2 adapters for the pipe extensions. Is this correct? Thanks	See addendum 18DEC155.A01	2012-12-12 12:03:13
December 18 <sup>th</sup> 2012	155	Project quantities on C.1 (items 8 48) and Patch Tab 102-6C don't match. Repair patch count is 57 plus 15% makes 66 patches by count: Finish patch SY is 100 in Div 1 and Div 2 has 202.6 for a total of 302.6 SY. Please check, thanks.	See addendum 18DEC155.A01	2012-12-12 12:04:03
December 18 <sup>th</sup> 2012	157	Item #19 of Project (50), Removal of Pavement. B-sheets indicate that there removal of 582 LF. Not sure where these removals are or if sawing needs to happen for 582' or 1164'. And what are these removals for? Please review.	The total 582 LF (bid as 77.6 sq.yds. pavement removal) noted in remarks column of typicals 7152 on sheets B.1-2 indicates 345 LF (38.3 sq.yds.) within the RIGHT proposed shoulder area of IA 415 and 237 LF (39.3 sq.yds.) within the LEFT proposed shoulder areas of IA 415. When the proposed project is VISITED, bidders should be able to locate these existing paved areas within the proposed shoulder footprint. Regarding saw cutting: see Note 4 on these typicals which says contractor must provide vertical edge.	2012-12-12 18:55:36
December 18 <sup>th</sup> 2012	201	On page C-1 the estimate reference information for item 4 calls for type 12 installation. Note 1 in tab 104-9 on page c-3 calls for type 9 installation. Which is it? thank you.	See ADDENDUM.18DEC201.A01	2012-12-17 10:13:29
December 18 <sup>th</sup> 2012	202	A.2 in the Kossuth/Hancock County plans shows 21.5 total project miles for crack filling, but omits sections of PCC not to be crack filled. However, the proposal Line no. 0180 shows the item quantity to be the entire 21.5 miles. Should this item be 9.76 miles to reflect the ommitted 11.73 miles of PCC?	Specification 2544.04.A.1.C states that Between limits for which cleaning and filling is intended for either pavement or shoulders, no deductions will be made for bridges, intersections, or other interruptions where cracks are not to be cleaned and filled. We considered the PCC section that are not to be filled as "interruptions" as noted in the spec. Based on this, the project can be bid as is.	2012-12-17 09:24:52
December 18 <sup>th</sup> 2012	301	0460 2408-7800000 STRUCTURAL STEEL LB 492717.00000 Who are the approved mills for this material?	Please refer to Materials IM 557 Appendix B.	2012-12-12 12:05:28



December 18 <sup>th</sup> 2012	301	Will the power lines over the roadway be relocated before the project begins? Or can the power lines be deenergized for 1 to 2 days?	By agreement, utilities are required to “be fully responsible for any future adjustments of the facilities within the established highway right-of-way caused by highway construction or maintenance operations.” For the Contractor’s responsibility, please review the Standard Specifications for Highway and Bridge Construction, particularly Article 1107.15.	2012-12-18 08:59:38
December 18 <sup>th</sup> 2012	301	There are issues with acquiring insurance per the specifications. 1. SP-120010, P.5 D. To the fullest extent permitted by law, Contractor shall, regardless of any negl..... E. To the fullest extent permitted by law, Construction shall, upon written notice from Railroad, assume the defense of any lawsuit....(Ins. provider states: "No Policy will respond to the sole negligence of a third party, this could be a significant coverage issue." SP-120010.03 Insurance A. ....The policy shall by its wording or by endorsement insure those liabilities.....(Ins. provider states, "No such endorsement exists to do this." E: Contractual Endorsement PP2 - 'Insurance evidencing the coverage's required by this specification including endorsements' (Ins. provider states: "Given the above, this will be a problem." In previous contracts with the RR the requirements were not this restrictive. Please advise.	This RR special provision was used in the September letting successfully. Contractors were able to get the insurance needed. The insurance provisions are necessary to comply with the rail agreements and the awarded contractor will need to comply with the contract documents.	2012-12-17 13:52:59
December 18 <sup>th</sup> 2012	351	Bid Item 19 (Removeals As Per Plan)states that 3 light poles w/luminaires are to be removed. Does this bid item require the concrete footings to be removed and if so, to be disposed of by Polk County?	Bid item requires removal of the concrete footings with all materials to be loaded onto Polk County trucks and disposed of by Polk County. Contractor to take care as to not damage the light poles and luminaries during removal, but footings may be removed in whole or rubblized during removal.	2012-12-14 11:37:28
December 18 <sup>th</sup> 2012	352	Where do I find the Predetermined wage rates for IA12-1.2A? I find IA12-1.2, but not with the "A".	The Pre-determined Wage Rate document IA12-1.2A can be found on the Bid Express website at the following web address: <a href="http://www.ia.bidx.com/lettings/wage_rates.pdf">http://www.ia.bidx.com/lettings/wage_rates.pdf</a> This link can be found on the right-hand side of the Lettings Tab on Bid Express' website.	2012-12-10 11:55:59



December 18 <sup>th</sup> 2012	352	Tracer and pull rope are included with the conduit (bid item No. 19) as incidental. Is pull rope incidental to the 48SM fiber? It is shown on the plan, but not addressed in the Estimated Project Quantities or notes. If required in substantial lengths, pull rope is generally an item in the "Estimated Project Quantities".	Refer to ADDENDUM 18DEC352A.01.	2012-12-14 19:03:58
December 18 <sup>th</sup> 2012	352	Estimate Reference shows item 9 as a type 1 handhole. Sheet D.03 show the hand hole to be added as a type 3. Please confirm hand hole type to be added.	Refer to ADDENDUM 18DEC352A.01.	2012-12-14 19:03:15
December 18 <sup>th</sup> 2012	502	What type TRM is to be used Type 1,2,3 or 4? Need to know for 502-503 and 505.	Refer to Addenda 18DEC502.A01, 18DEC503.A01, and 18DEC505.A01.	2012-12-14 15:07:06
December 18 <sup>th</sup> 2012	601	Attachment to proposal says painting all steel. Estimated square foot is 3,634 in the attachment and says "zones". What is the zone? If it is the entire bridge, the estimated square foot is way off.	under review	2012-12-17 16:40:59
December 18 <sup>th</sup> 2012	601	It seems that the estimated area to be painted of 3,634 sq. ft. is a mistake.	under review	2012-12-18 09:01:40
December 18 <sup>th</sup> 2012	606	It appears this project includes a bridge over I-35 in Decatur. How can you paint the bridge without any lane closures? For that matter, is it possible to paint all bridges from call orders 601-610 without any lane closures? Before we go out to view all these bridges and bid on some or all, if we determine we cannot do work without closing down one lane during working hours, is there any flexibility on the no closure of any lanes issue?	See addendum 18dec606.a01. The other projects have the correct traffic control.	2012-12-17 10:14:57
November 20 <sup>th</sup> 2012	001	Tab. 108-8A shows 50 L.Ft. of Steel Beam Guardrail but is not shown as a Bid Item in the Estimated Project Quantities. Will it be needed for the project?	The tabulation is in error. 50 ft. of steel beam guardrail will not be needed.	2012-10-30 09:38:03
November 20 <sup>th</sup> 2012	001	Item #3, shld finish earth. The plans indicate this is for the guardrail blisters. No fill is currently in place, and no quantities are shown for embankment in place. We estimate approximately 800 cy is needed and not included in the 54 cy of fill shown on the roadway and borrow quantities. Where is this dirt accounted for?	under review	2012-11-19 16:06:25

November 20 <sup>th</sup> 2012	002	Would precast box culverts be considered or acceptable on this project?	No.	2012-10-29 11:19:58
November 20 <sup>th</sup> 2012	006	The Structural Concrete (Bridge) plan quantity seems to be missing the deck, sidewalk, and approach sidewalk slab concrete. Could you check the plan quantity to see if it needs to be increased a little?	Refer to Addendum 20NOV006.A02.	2012-10-26 10:29:36
November 20 <sup>th</sup> 2012	006	Could you check the HP10x57 plan quantity? Seems to be doubled up.	Refer to Addendum 20NOV006.A02.	2012-10-26 09:01:18
November 20 <sup>th</sup> 2012	006	there is no call out for brace section for the Feild fence	Refer to Addendum 20NOV006.A03.	2012-11-02 10:44:57
November 20 <sup>th</sup> 2012	006	Item # 63 Should there be a bid item Watering for the Special Ditch Control Wood Excelsior Mat ? Also no bid item for Mob. For Erosion Control ? Thank you	No, watering shall be incidental to the bid item Special Ditch Control Wood Excelsior Mat. Mobilization for Erosion Control shall be incidental as well.	2012-11-19 16:04:54
November 20 <sup>th</sup> 2012	006	Is there any detail or specified product for the pre-cast concrete caps for the bridge barrier rail?	No. The precast concrete caps are to meet the same requirements as the rest of the barrier rail, constructed to the geometry shown on the drawings.	2012-11-19 15:32:55
November 20 <sup>th</sup> 2012	007	Detour Pavement Item calls for 1 MIL ESAL with PG 64-22 and Paved Shoulder Item calls for PG 58-28 unless stated otherwise. Due to small quantity of each Item and possible overlapping at installation, can the Detour Pavement HMA specification be used for both Items. This would save considerable costs.	Refer to Addendum 20NOV007.A01.	2012-11-19 16:07:20
November 20 <sup>th</sup> 2012	008	1) can there be a mobilization item added to the roadway work items? there is work that states it is incidental to mobilization. 2) Page C.3 on Tab 110-1 "Removal of Pavement" refers to tab 102-5 and it is not in the plans. ?? What is the pavement thickness to be removed? 3)is there to be a special backfill item under the shoulder strengthening?	The mobilization item is located in the bridge plans. The mobilization item includes mobilization for both bridge and roadway. Refer to ADDENDUM 20NOV008.A01 for tabulation 102-5 Existing Pavement. The plans do not require special backfill to be placed under the shoulder strengthening.	2012-10-23 17:10:50
November 20 <sup>th</sup> 2012	008	your addendum indicates there is 23" and 27" inches of exisiting pavement depth to be removed + class 13 of a unknown depth. If this is true replacing 8 inches of HMA or PCC shoulder strengthening leaves a 15" or 19" drop off next the the open lanes of traffic. Please review,or explain thanks	Refer to Addendum 20NOV008.A02.	2012-11-02 10:47:38

November 20 <sup>th</sup> 2012	009	Bid Item 0350 includes 1.8 CY of miscellaneous structural concrete. This seems to be double the concrete placement quantity included for the deck extensions. Should this actually be 0.9 CY?	Refer to Addendum 20NOV009.A01.	2012-11-16 15:16:35
November 20 <sup>th</sup> 2012	013	Line Item #27, Paved Shoulder, HMA, 6", Proposal says that quantity is 3547.3. Looking at TAB 112-9 on Sheet C.10 and running calculations of SY for HMA Ton line 3, 5, 12 and 14 do not add up correctly. I come up with 2150.2 SY and not 3547.3	Refer to Addendum 20NOV013.A01.	2012-10-23 15:51:40
November 20 <sup>th</sup> 2012	013	There is no Mobilization Item for The Roadway Items.	This project does have an item for mobilization in Section 0001 of the proposal which is the mobilization for the entire contract. Although subcontractors for the roadway items can refer to Article 2533.01 E. of the Standard Specification, when the proposal does not include a lump sum item for Mobilization, all costs incurred by the Contractor for Mobilization are incidental to other work.	2012-10-23 15:42:02
November 20 <sup>th</sup> 2012	013	What mile marker post corresponds with sta. 999+00.0	Approximately Mile Post 67.8.	2012-11-16 15:20:58
November 20 <sup>th</sup> 2012	014	In the work notes you are calling out for 20' Gates @ existing feild driveways 24-26 but there is none on the Quantities	A bid item for gates was not included so gates will not need to be bid.	2012-11-01 09:47:24
November 20 <sup>th</sup> 2012	101	In the areas of full depth pavement, are CD's required in the 3' shoulders? Also, are CD's required in the 8" shoulders in the overlay areas?	See addendum 20nov101.a02.	2012-11-02 10:58:31
November 20 <sup>th</sup> 2012	101	Sheet B.02 shows L-1 or KT-1 joints in 8" pavement. Should these joints be L-2 or KT-2?	See addendum 20nov101.a02.	2012-11-02 10:58:18
November 20 <sup>th</sup> 2012	101	Sheet J.01 has a note stating "Contractor shall maintain access to reisdences and field entrances during all phases of construction." The typical shows minimal shoulder width after paving (less than 3'). will this require half width paving?	Half-width paving or stopping a full-width section short of a residence or entrance are likely options to complete paving while maintaining access. A closure of a field access or residence may be acceptable if the contractor negotiates such closure with the owner of the property being closed.	2012-11-02 10:50:12

November 20 <sup>th</sup> 2012	101	A site visit shows that the edges of the existing asphalt to be overlaid, are in pretty poor shape in some areas. What is the expectation of the shape of this edge when the excavation is done next to the edge of the existing slab for the integral widening unit ?	The contractor is expected to avoid unnecessary damage to the existing pavement edge and maintain this edge as close as possible to what is shown by the typical section. With the condition and type of existing pavement, it is anticipated that there may be a few spots where the edge may crumble off when the adjacent modified subbase is prepared and constructed.	2012-11-16 18:30:22
November 20 <sup>th</sup> 2012	101	THE PLANS SAY TO COORDINATE WITH WITH ANOTHER PROJECT.520TH STREET PHASE 1. WHO IS THE CONTRACTOR ON THAT PROJECT	Croell Subsidiary of New Hampton, Iowa is the Prime Contractor on 520th Street Phase 1.	2012-11-08 16:55:55
November 20 <sup>th</sup> 2012	101	Item # 42-44, Is the Special stabilization crop seed mix to be used on all areas first or is that just for dates outside side of Perm. seed dates ?Will both Special Stab.seed mix and Perm. seed mix be mulched ? If so mulch quantity will be short.	Use of items 42-44 will depend on staging of the project and the timing of the final grading operations with respect to the specified permanent seeding dates. Mulch is to be used with permanent seeding. Use of stabilization crop and/or mulch will be as determined by the Storm Water Pollution Prevention Plan and joint inspections. Mulch could exceed the plan quantity and will be measured for payment as noted by Specification 2601.04.	2012-11-16 18:30:48
November 20 <sup>th</sup> 2012	101	There are a lot of erosion control items on this project. Could SS-09015 Mob. for Erosion Control be applied ?	See ADDENDUM.20NOV101.A03	2012-11-16 18:28:53
November 20 <sup>th</sup> 2012	101	Can you please clarify the class 10 quantity and what the discrepancy is between the quantities in the T sheets and the Estimate reference info/bid quantity? The estimate reference for Item 2 class 10 excavation mentions there is 6,920 CY of cut and 3,060 CY of fill. The earth work quantities in the "T" sheets show there is 5,572 CY of cut and 1,439 CY of fill. Even when you add the 1,080 of fill at the entrances and the 1.3 adjustment factor those numbers still do not match. Where does the extra quantities come from? This info makes a big difference in pricing. Thank you	See ADDENDUM.20NOV101.A03	2012-11-16 18:29:32

November 20 <sup>th</sup> 2012	102	Sheet C.1 states clearing and grubbing is limited from September 15-April 1. The late start is for July 8. Will we be allowed to clear and grub within that time frame because of the Indiana bat without working days being charged? If working days will be charged, will we then have to begin all work or can we clear and grub and then wait to start until the listed late start without penalty or working days being charged? Also, if we cut down the trees during the time frame will they need to be hauled out immediately? Could they be cut them down and then hauled out after the April 1 date?	Please refer to ADDENDUM.20NOV102.A02 and Standard Specifications Section 1108 concerning temporary suspension of work.	2012-11-01 10:02:51
November 20 <sup>th</sup> 2012	102	Where can I find railroad information such as # of trains per day and approx speed for the insurance provision.	Please refer to ADDENDUM.20NOV102.A02	2012-11-01 10:01:59
November 20 <sup>th</sup> 2012	102	Can you provide cut/fill information by the station on this project. Also, it appears that there should be x-sections from sta. 31+01.90 to sta. 33+16.47 and again from sta. 35+63.83 to sta.49+00. Thank you	We have verified that all the cross section sheets for the project are available on the BidX website and include the station ranges listed in the question. The only “missing” cross sections are in the Crosswinds Development where the grading will be completed by the developer prior to this project’s construction, and therefore those cross sections were excluded. A tabulation of earthwork quantities has been made available, please refer to ADDENDUM.20NOV102.A03.	2012-11-14 11:17:33
November 20 <sup>th</sup> 2012	102	What are the General Liability Limits in terms of Railroad insurance per Occurrence and per Aggregate for this specific project?	Please refer to DS-12008 and ADDENDUM.20NOV102.A02	2012-11-14 09:07:29
November 20 <sup>th</sup> 2012	102	Estimate reference information for item 2 (sht C.2) notes 8,615 CY cut and 9,015 cy fill + 30% shrink. Sheets T.1 and T.2 (addendum 3) tabulate to 6,720 CY cut and 10,255 CY fill w/ shrink. Please advise.	Please refer to ADDENDUM.20NOV102.A04.	2012-11-19 16:09:13
November 20 <sup>th</sup> 2012	102	Why are there no mobilizations for erosion control and emergency erosion control?	under review	2012-11-20 09:02:06
November 20 <sup>th</sup> 2012	103	Please look at the lengths of roadway pipe. It appears the lengths of new construction include the lengths of the aprons, which are paid for separately. Such small quantities really affect the unit price. Thanks	Pipe lengths have been revised, please refer to ADDENDUM.20NOV103.A02	2012-11-02 11:23:08

November 20 <sup>th</sup> 2012	103	On sheet B.01 it shows 30 degree skewed C.D. baskets are required. Can standard straight C.D. baskets be used in lieu of skewed joints? Thanks.	No. We are requiring the 30 degree skew.	2012-10-31 11:58:50
November 20 <sup>th</sup> 2012	103	A question was posed and answered about skewed baskets. The old skew standard was 6:1 which is a little less than 10 degrees. Can someone please check the degree skew required. Thanks	Yes, the county really does want 30 degree skew.	2012-11-05 14:46:32
November 20 <sup>th</sup> 2012	153	This job has 6 Temporary Traffic Signals in the plans, will these be pole and span wire or can portable traffic signals be used?	Standard Specification 2528.03,H,1,a: "Unless stated otherwise in the contract documents, either a span wire or trailer mounted temporary traffic signal system may be provided."	2012-11-02 11:23:39
November 20 <sup>th</sup> 2012	153	Typical Section MC-1 Note 9 States that the CIRP will be suspended at continuously reinforce PC patches and other PC patches deemed nessary by the engineer. Question#1 Could the Reinforcement be placed 6" down in the new PC patches? This would allow the CIRP process to remain continuous injecting these patches with foamed asphal. There are 12 locations that are 10 to 20 feet long which would result in 24 construction joints- this could become a ride issue and would reflective crack through the HMA (no CIRP interlayer in these locations). Question#2: Where would the engineer likely deem in necessary to suspend the CIRP in the "other PC Patch areas"? Would it be possible to CIRP through all the PC patches? By adding additional Foamed Asphalt to the areas of PC Patches these areas can be CIRP without a problem. This would provide a CIRP inner layer between the PC Patch and the HMA and reduce the number of construction joints.	Please refer to ADDENDUM.20NOV153.A03	2012-11-07 09:28:21
November 20 <sup>th</sup> 2012	154	There is a detail and tabulation for milling on sheet 5 of the plans. There is not a bid item for milling.	Please review Addendum 20NOV154.a01 Dated October 31, 2012	2012-11-07 09:54:21
November 20 <sup>th</sup> 2012	154	With the scarification depth being 0" the profile of the roadway will be raised 3.5". Wouldn't this then require 3.5" of rock to bring the shoulders up to grade? I don't see that in the typical or the bid items.	Please review Addendum 20NOV154.a01 Dated October 31, 2012	2012-11-07 09:48:15
November 20 <sup>th</sup> 2012	154	Are the granular shoulders to be done by the county?	under review	2012-11-07 16:15:40

November 20 <sup>th</sup> 2012	302	would it be possible to have a seeding and mulching item added	The answer is no. Refer to sheet C.3, General Notes 232-3A and 232-3C, Seeding, Fertilizing, and Mulch are incidental.	2012-11-14 16:03:02
November 20 <sup>th</sup> 2012	604	Two of the bridges on the project are over railroad tracks yet no provisions for working within the railroad R.O.W. are given. If railroad insurance is required, please provide a railroad data sheet.	This project has been withdrawn.	2012-11-19 16:04:08
November 20 <sup>th</sup> 2012	605	There is no Proposal Attachment document in the Subscriber Documents section for this project to provide project specific information (IE - traffic control, what section(s) is/are to be painted of the bridge, paint test results, etc.). Please confirm whether this document should be included as part of the proposal documents.	There are no proposal attachments for this project. All project specific information including traffic control and painting requirements can be found in the construction plans, which may be downloaded from the following link: <a href="http://www.iowadot.gov/contracts/biddocuments/november2012.html">http://www.iowadot.gov/contracts/biddocuments/november2012.html</a>	2012-11-14 17:04:29
November 20 <sup>th</sup> 2012	605	Is the existing paint on the bridge steel lead based paint?	Scrape test results are shown in the general notes on sheet 2 of the plan.	2012-11-19 08:55:40
October 16 <sup>th</sup> 2012	003	Please check the square yards under the double reinforced bridge approach section for bid item# 0150. Understated? Also , bid item needed for square yards of paved shoulder in tab 104-8A on sheet C.4.	Please refer to ADDENDUM.16OCT003.A01	2012-10-11 10:19:56
October 16 <sup>th</sup> 2012	005	The plans show 24 HP 10x42 piles but the H30SI-04-12 Standard calls for 22 pile. Which is correct?	Please see ADDENDUM 16OCT005.A03	2012-10-09 17:14:34
October 16 <sup>th</sup> 2012	006	Please recalculate the reinforcing steel for this project. The open rail weight seems to be added in two times.	Reinforcing Steel Qty's H24-10-06, DECK ABUT. is 45655 LBS, H24-40-06 TWO OPEN RAILS is 9379 LBS, H24-42-06 PILE CAP 1453 LBS, H24-42-06 PILE CAP is 1453 LBS and the total is 57940 LBS.	2012-10-12 14:39:20
October 16 <sup>th</sup> 2012	007	Are the bid quantities for items 0010 and 0020 correct? Using the numbers given in the estimate reference information, I cannot get to those bid quantities.	Refer to Addendum 16OCT007.A02.	2012-10-12 17:45:21
October 16 <sup>th</sup> 2012	101	Please confirm finish on traffic signal and lighting poles. The estimating proposal shows green for traffic while the plans show galvanized. On the lighting, the plans appear to suggest a painted finish but no color is indicated.	Note #12 on sheet N.01 states that the traffic signal poles shall be galvanized. Note #1 on sheet states that light poles and truss arms shall be aluminum (unpainted).	2012-10-05 15:21:24



October 16 <sup>th</sup> 2012	101	Sheet #C.20 has a quantity under the CBW6 that has a Quantity Factor of 9 which would lead me to believe it is a 36" Line. But the standard drawings for CBW6 show a 24" Line. Which is correct?	Quantity for CBW6 has been included for the 36 inch wide by 6 ft long cross-walk bars shown as shown on sheet K.01. The Quantity factor of 9 as indicated within the pavement markings (durable) tabulation on sheet C.20 is correct.	2012-10-05 15:20:29
October 16 <sup>th</sup> 2012	101	Sheet C.20 has a quantity factor of 1 on the CLW6 item which would lead me to believe that this is a 4" line. the Standard detail of a CLW6 is a 6" line that should have a quantity factor of 1.5.	Refer to Addendum 16OCT101.A02.	2012-10-05 15:18:42
October 16 <sup>th</sup> 2012	101	Sheet P.01 Underground Circuits #2 calls for #2 USE for phase, neutral, and ground for 240 volt. Sheet P.05 Note #1 calls for #8 for red, blue for lighting and #8 green for ground no neutral is mentioned. What wire size is to be used and how many wires are in each circuit?	The designation USE-2 and RHH/RHW-2 is for the conductor type, specifically the conductor insulation. The "dash 2" is not the wire gauge. Wire gauge and quantity are indicated on Drawing Sheet P.05, Note 1. A neutral conductor is not used in the lighting branch circuits, however the service conductors do contain a neutral. The service conductor sizes are indicated on Drawing Sheet P.06.	2012-10-05 15:22:48
October 16 <sup>th</sup> 2012	101	Can a breakdown be available for the wire footages, wire sizes and conduit lengths per circuits as on the IDOT plans so that quantities are available for the different items that make the Electrical Circuit bid item? No Quantities are listed on plans.	Refer to Addendum 16OCT101.A03.	2012-10-05 14:58:16
October 16 <sup>th</sup> 2012	101	There is a small amount of Fabricated Pipe Hand Rail on this project. (Sheets B.20 B.21) Is the finish Galv. only or Galv. Powder Coated?	The hand railing shall be finished galvanized only no powder coating.	2012-10-01 16:11:09
October 16 <sup>th</sup> 2012	101	Hello, Regarding the two pad mount lighting control cabinets on this project. Do they need to meet the DOT RM36 plan specifications?	Refer to Addendum 16OCT101.A04.	2012-10-11 10:24:53
October 16 <sup>th</sup> 2012	101	The specifications SP-126006 Page 5 of 24 2.05 Fittings states MJ fittings 12" through 20" and all swivel tees are to be AWWA C110. Part 5 for Accepted Products Page 21 of 24 Fittings states 3" - 24" AWWA C153 compact fittings. Will compact fittings be allowed for all sizes and swivel tees. Please advise.	Compact MJ fittings meeting the specifications as outlined within the special provisions (SP-126006) will be allowed for all sizes of water main on this project.	2012-10-11 10:29:20
October 16 <sup>th</sup> 2012	101	Can you tell me where S-96 is at on the plans as listed under the intake table on sheet C.12? Will the 37 tons of class e revetment be required and if so how will it be paid?	Refer to Addendum 16OCT101.A04.	2012-10-11 10:25:23

October 16 <sup>th</sup> 2012	101	Do MJ fittings need to be manufactured in the United States?	According to Article 1107.06 B. of the Standard Specification: On all contracts involving Federal-aid, all products of iron, steel, or a coating of steel which are incorporated into the work must have been manufactured in the United States. The Engineer may allow minimal amounts of these materials from foreign sources, provided the cost does not exceed 0.1% of the contract sum or \$2,500, whichever is greater. The Contractor shall certify that these materials are of domestic origin.	2012-10-11 10:27:58
October 16 <sup>th</sup> 2012	102	Contract item 620 is for flaggers. Can you check the quantity; 480 is a big number. If you think that is an accurate estimation, how was it arrived at. Thanks.	This number is just an estimate, the actual number used could be more or less since the exact construction practices and methods may vary. The contractor will be paid the predetermined contract unit price per each for the number of shifts each flagger is used. UPDATE: Addendum 16oct102.a02 changes the flagger quantity to 20.	2012-10-03 09:45:22
October 16 <sup>th</sup> 2012	102	Sheet C.4 item #68 70. What electronic information is available? Is the item to be a 3 line profile of existing pavement or a re creation from existing plan and profile information with out field verified except at tie ins and bridge.	All offered electronic files have been uploaded and are available through Bid Express.	2012-10-09 15:01:04
October 16 <sup>th</sup> 2012	102	What is so special about the area from 1409+38 to 1460+00 that it is two seperate stages--one half width in stage 3a, and the rest part of site 01 with it's own contract period, stage 2a, that is short enough to not allow it to be built in conjunction with the rest of the pcc work. Maybe we can figure out a better way to build this if we understand why it is required. Thanks	The DOT wants to minimize the right in right out closure of 580th Street to the north of U.S. 30 and the total closure of 580th south of U.S. 30 (site 01). Stage 3a does not have its own site, but we need to maintain access to Sand hill Trail and the businesses on the south side. We have to rebuild the 3a section one lane at a time because of the location of the median crossover. The crossover cannot be moved further west because of the proximity of the NB I-35 to EB U.S. 30 ramp.	2012-10-09 15:05:10
October 16 <sup>th</sup> 2012	102	The patching tab on C9 indicates that the patches measured in item 660 (patches greater than 50') is 3, but the detail on U.6 referred to in the patching tab makes it look like the patch can be poured as one 438 foot by 12 foot patch--it indicates Sand Hill Trail is closed--can it be poured in one pour, or must it be poured in 3 like the tab--thanks	The plan intent was to do 3 patches. One pour may be done if the patch can be accomplished in one weekend (refer to note number 7 of the Traffic Control Plan and the staging notes on sheet J.1).	2012-10-09 17:12:38

October 16 <sup>th</sup> 2012	102	Please review detour pavement bid item# 0280. Are C.D. joints required as shown in PV-501 if the pavement is to be removed? Also, there is 3420 square yards of detour tabulated on sheet C.14. Is this correct? Lastly, sheet B.5 shows a tie bar, but names the joint as a B joint for the p.c.c. option. What is required? Thanks.	CD joints are required for the detour pavement. The quantity of 3420 square yards of detour pavement is correct as there are three proposed median crossovers. The tie bar is not required, "B" joint for both HMA and PCC option.	2012-10-11 09:34:16
October 16 <sup>th</sup> 2012	102	Can you clarify the ESAL and design needed for the detour pavement?	The ESAL and design need for the detour pavement shall be as follows: For the median crossovers, use HMA 10M ESAL surface or intermediate course, 3/4", with PG 64-22 asphalt binder per Article 2304.02 B 3. For the shoulders, use HMA 1M ESAL Base mixture per Article 2122.02 A.	2012-10-15 10:52:13
October 16 <sup>th</sup> 2012	151	item 34, minor adjustment of intake, refers you to tab 104-10 which says "raise 3.5", use existing intake grate". SW 510 intakes have no grate, they are a double open throat intake behind the curb. So what is to be raised 3.5"? Is the insert to be raised or the intake top behind the curb? Aren't those major adjustments? Please explain.	Refer to Addendum 16OCT151.A03.	2012-10-10 12:11:07
October 16 <sup>th</sup> 2012	151	The typical sections show a milling depth of 6.5" to existing PCC pavement to allow for rubbelizing. The existing pavement tabulations on sheet C.5 show an existing asphalt thickness of 8". Which is the correct depth for milling? Could this item be paid by the ton to compensate for possible variation in pavement depth since all of the asphalt must be removed to allow the PCC to be rubbelized?	In reference to the Existing Pavement Tabulation 102-5, the year 2000 project involved milling 1.5 inches of HMA in advance of placing the 3.5 inches of new HMA. Given this, the total HMA pavement thickness is approximately 6.5 inches. Although there will very likely be some variations in the HMA thickness, the contracting authority prefers to keep the measurement in square yards instead of tons of HMA.	2012-10-09 17:33:03
October 16 <sup>th</sup> 2012	151	Is there a breakdown for the class 10 excavation available?	Not prior to letting.	2012-10-15 17:05:14
October 16 <sup>th</sup> 2012	301	Does Mobilization for watering apply on this project?	No, bid item 2601-2643300 MOBILIZATION FOR WATERING was not included in the contract documents therefore shall not apply.	2012-10-12 17:44:19

October 16 <sup>th</sup> 2012	301	1)There is 107 lf of 5'x3.5' cmp to be removed; no bid item and it is not identified as clearing and grubbing, how shall it be bid? 2) 14 lf of 1`5" pipe to be removed, no bid item? 3) Confirm patch concrete depth: table 102-6c indicated 7", detail on B.1 indicated 8.5" 4) There is no bid item for earth shoulder finishing as called for on the detail of sheet B.1 5) as best I can tell the slope of the culverts is designs at 0.08% that does not seem like a realistic pipe slope that can be constructed (0.005' per 8' stick?)	under review	2012-10-15 17:06:19
October 16 <sup>th</sup> 2012	302	Can you confirm the cut and fill quantity of Class 10 at Site #1: the X-sec's W.1 to W.3 appear to convey that most all work is in cut/benching.	The quantities on the Q.1 sheet are correct. Class 10 fill is 4,407 CY (3,390 CY + 30% shrink). There was 3,756 CY of Class 10 cut. So 4,407 CY (Fill) -3,756 CY (Cut) = 651 CY of contractor borrow.	2012-10-15 17:07:35
October 16 <sup>th</sup> 2012	303	Is there an early start date? Is free winter work allowed?	You can start before the late start date. See Section 1108.02 C.3. of the standard specifications. Winter work is not required so Section 1108.02 F.1a. and 1b. applies.	2012-10-10 13:32:05
October 16 <sup>th</sup> 2012	305	Will power lines be moved prior to construction, or will the contractor need to work around them. There is not access from the top of the slope due to private property and narrow, seal coat street. Access from bottom toe unlikely with power lines in the way.	under review	2012-10-12 09:40:37
October 16 <sup>th</sup> 2012	305	Can traffic be restricted to the southbound lanes and be ran head to head? Can contractor access from DOT right of way from the south, near the Prison entrance?	under review	2012-10-12 09:40:55
October 16 <sup>th</sup> 2012	306	On page C.1 in the reference for the Haul Road item it says to "Includes Stripping 1' of topsoil from where work is being done" Is the "work area" the test pad or the haul road. Also would topsoil also have to be removed from the borrow? This quantity is not included.	Please refer to ADDENDUM.16OCT306.A01	2012-10-15 09:01:21
October 16 <sup>th</sup> 2012	307	Can you check the quantity of item 30. It doesn't seem to match the tabulation on T.01. Where does the selected backfill come from from? Is it available in the cut?	Please refer to ADDENDUM.16OCT307.A01	2012-10-11 10:21:07
October 16 <sup>th</sup> 2012	307	Can TLOCK-lined RCP and TLOCK-lined Manholes be considered as an alternate to bid item nos. 0050 and 0100?	No	2012-10-11 10:21:41

October 16 <sup>th</sup> 2012	307	Fiberglass Pipe often takes in excess of six weeks to get after receipt of returned submittals, given the late start date can a later start date be provided?	Please refer to ADDENDUM.16OCT307.A02	2012-10-11 14:13:10
October 16 <sup>th</sup> 2012	352	Will the Engineer be a Resident construction or maintenance?	Resident Contruction Engineer	2012-09-24 09:38:34
October 16 <sup>th</sup> 2012	352	What is start date of contract for cable repairs?	The CONTRACT has a COMPLETION DATE of 09/30/13, Per Specification 1108.02, B. Unless noted otherwise in the proposal form, the Contractor may commence work any time after receipt of the signed contract, specifications permitting.	2012-10-12 15:47:15
October 16 <sup>th</sup> 2012	352	Does contract include any posts broken prior to signing of contract or or from date of signing to 9/30/13	This is an on-call contract. When a post is broken does not matter. Per the Special Provision, a request for repair will be made by the DOT to the contractor.	2012-10-15 17:04:47
October 16 <sup>th</sup> 2012	352	Are mobilizations per site or can there be two locations requested in one mob? Thank you	Please read SP-120006 as follows: B. Mobilization, On-Call. Each. One payment of \$3000 per notification regardless of number of repair locations included. Re-tensioning of cable will be incidental to mobilization. Mobilization payment will not be made for annual checking of cable tension, unless re-tensioning is necessary. Liquated Damages of \$500 per calendar day will be assessed for each calendar day repair is not completed if repair is not completed within 14 calendar days following notification by the Engineer.	2012-10-16 09:52:28
October 16 <sup>th</sup> 2012	401	BO #401: 1) Do the basement walls floors have to be hauled away, or can they be buried in the basement? 2) Do the basements have to be backfilled? 3) Do the wood pile, garbage junk piles have to be completely removed from parcel #3 even though they continue past the property line? 4) Do the utilities have to be disconnected and if so, where? If in the rdwy. should there be a traffic control item, pavement removal, and pavement replacement items? 5) Any RR flaggers or insurance required for parcel #3? Thanks	Please refer to the Standard Specifications for Highway and Bridge Construction; Section # 2538 which refers to all demolition projects. Also parcel #3 appears to be outside of the RR right-of-way. So there will be no need for RR flaggers or insurance.	2012-10-04 17:18:40
October 16 <sup>th</sup> 2012	502	This substitution recommended by nursery- is it okay? 1. Quercus velutina- sub for Quercusalba (white Oak) 320 2. Ulmus americaha- sub for ulmus rubra (slippery elm) 150 3. Carya aquatica- sub for carya ovata (shagbark Hickory) 400	No substitutions will be allowed at this time.	2012-10-11 10:28:36

September 18 <sup>th</sup> 2012	001	If a contractor goes over the maximum number of calendar days allowed, does the contractor pay the daily road user cost plus the liquidated damages per day that are called out for site 01?	No. The contractor will be assessed the daily road user cost. The proposal states that the liquidated damages is equal to the daily road user cost for site 01.	2012-09-17 17:13:18
September 18 <sup>th</sup> 2012	002	The standard plans listed are TWRCB 08-10-12. Looking on standard ERL page it is stated as April 17, 2012 ERL has moved to "Archived". Looking in the archived file there are plans for TWRCB 08-10-87 which are the same as the file in the current ERL. Is there another place to find the standard TWRCB 08-10-12?	Look on the title sheet, directly below the culvert tab it says " THESE SHEETS MAY BE OBTAINED FROM THE OFFICE OF BRIDGE DESIGN WEBSITE. <a href="http://www.iowadot.gov/bridge/v8elrfdculstd.html">http://www.iowadot.gov/bridge/v8elrfdculstd.html</a> "	2012-09-12 09:35:07
September 18 <sup>th</sup> 2012	003	The bid item for planned piling re-taps includes a quantity of 10 EA. Sheet 3 indicates 3 different types of planned re-taps. Would it be possible to add bid items to account for all three types? With only 75 working days for this size of a CCS bridge with paved bridge approaches, the contractor will likely have to bid liquidated damages and additional pier dewatering into the 7 day re-taps item. At \$1,000 per day, the risk associated with these delays would be significant and unfair to apply to the average unit price should the engineer decide to waive the 1 or 3 day re-taps.	No, we will not add bid items for the different re-tap delays. All the costs are to be included in the re-tap bid item. 7 day retaps would not have to be on the critical path. There are four substructures units total. Two of the substructure units have 7 day retaps and two have only one day retaps. Theoretically the contractor could be forming and placing reinforcing and maybe even concrete on the two units without 7 day retaps while waiting for the 7 days to elapse on the other substructure units. Some of the days might end up on the critical path but not likely all 7 days if the contractor strategically schedules the project.	2012-09-05 17:06:10
September 18 <sup>th</sup> 2012	003	Can the contractor assume that the engineer will not waive any of the 10 EA planned pile re-taps? This would allow all cost/risk for the dewatering and delays to be bid on a "plan quantity" or lump sum basis.	It's a reasonable assumption that the engineer will have the contractor perform all the specified planned retaps. They're paid on a basis of each. There could be unforeseen site conditions that would cause the engineer to increase or decrease the number of planned retaps. See Section 090221.03 D.1.f. of the special provision.	2012-09-07 10:47:26
September 18 <sup>th</sup> 2012	003	Estimated Project Quantities call for 4 - Steel Beam Guardrail Flared End Terminal and the Tab 108-8A on sheet C.7 calls for a Standard BA-205. Which End Terminal is required, the BA-205 or the BA-206?	SEE ADDENUM 18SEP003.A01	2012-09-12 09:14:57
September 18 <sup>th</sup> 2012	003	Estimate reference section in road plans, sheet C.3 item 34, does not include any details for the Removal of Asbestos. In bridge plans, page 3 paragraph 13, there are details for railing, piling, and beam. Please confirm these details are in regards to bid item 46 Removal of Asbestos. Thanks	SEE ADDENDUM 18SEP003.A02	2012-09-14 19:42:57



September 18 <sup>th</sup> 2012	003	Bid items for Exc, CL 20 and Exc, CL 21 indicate 311 CY and 113 CY respectively. Estimated quantities on sheet 8 indicate 190 CY of Exc, CL 20 and 90 CY of Exc, CL 21 total for both piers. Estimated quantities on sheet 6 do not tabulate Exc, CL 20 or Exc, CL 21. Sheet 4 indicates the classification line for Exc, CL 20 and Exc, CL 21. These notes do not appear to match the bid item quantities. Please confirm.	Class 21 excavation 113 CY is correct. The tabulation in the plans on sheet 8 of 90 CY is not correct.	2012-09-14 19:02:23
September 18 <sup>th</sup> 2012	003	Can we get some info as to the location the the asbestos.	SEE ADDENDUM 18SEP003.A02	2012-09-14 19:42:30
September 18 <sup>th</sup> 2012	004	In the Estimate Reference Information. #9 for Struct. Steel, What is 139 lbs. of Struct. Steel at Abutments?? The Bearing material is in the Beams.	We reviewed the plans and the S-shapes beneath the beams at the abutments is included in the structural steel quantity (139 lbs as noted in reference note 9).The bearing material included with the beams, as noted in reference note 7 8, is that at the piers.	2012-09-14 18:06:58
September 18 <sup>th</sup> 2012	004	Why is there a second bid item (#116) for monitoring with incident response? Shouldn't there only be one of these bid items?	Each project also has a traffic control item. Bid all items as shown on the proposal.	2012-09-17 17:08:45
September 18 <sup>th</sup> 2012	007	Will winter work be allowed on this project?	See proposal note 500.01	2012-09-12 08:56:12
September 18 <sup>th</sup> 2012	011	The note on tab 104-5B says that bedding and backfill for pipe under primary roads has to be Class A material. Does this apply to all longitudinal pipe? If so, is this incidental?	Bedding is only required on storm sewer pipes under the roadway. Pipes outside of the pavement/back of curb will not require bedding. If bedding is required it is incidental to the storm sewer per Standard Specification 2435.03,5 and Section 2552.	2012-09-14 13:12:53
September 18 <sup>th</sup> 2012	011	Project IM-080-5(312)142--13-77 sheet J.1 Tab 108-23A Item 3 says that the IDOT will sign the detour. Does this include the closure of I-80 signage or just the detour after the traffic gets off the Interstate? Item 5 refers to tab 104-5 is this correct? I cannot find this tab.	The IDOT will handle the detour route signing. The contractor will be responsible for signing the closure on I80. There was a typo in the plan Tab 104-5 should have been Tab 105-4.	2012-09-12 11:35:08
September 18 <sup>th</sup> 2012	011	On the pier bar list it shows the #10 epoxy coated rebar going into the pile cap needs to have 4'-2" of non-coated bar. Can these bars be supply as all epoxy? If not what is the reason for exclusively uncoated bar in the pile caps?	The reason for the column bars being non-coated within the cap is to enable the column bars to achieve necessary bar development length within the cap.	2012-09-14 19:36:31



September 18 <sup>th</sup> 2012	012	On sheet #2 line item #10 states that "all exposed masonry shall be tuckpointed to a depth of 6" prior to construction of the encasement." On sheet #2 under Tuckpointing Mortar it states that "limestone shall have the mortar raked from the joints to a depth equal to 2.5 times the joint width but not less the .5"." What depth should we use to estimate the tuck-pointing.	The note under Tuck pointing Mortar continues to say "nor less than that required to expose sound mortar".Because some of the cracks within the encasement are several inches wide and more than a foot deep, the note for Item #10 was added to indicate the minimum depth of tuck pointing required for these large cracks.	2012-09-14 18:32:43
September 18 <sup>th</sup> 2012	013	On The Winneshiek Bridge, for Item 660 HMA Surface Course you have a quantity listed at 347 Ton. Per the plans Table 106-3 you tab the runouts that this item is to pertain to and at the thickness listed in detail 7307 7307A I can not get the tons listed on the Proposal for this Item. Can you Please Check this quantity and see if it is correct? Also, shouldn't thier be a clean and prep base item for this work as their is on the Chickasaw bridge?	under review	2012-09-17 08:57:06
September 18 <sup>th</sup> 2012	101	Addendum 18SEP101.A01 changed the quantity for Item 0120. Please issue a new 112-9 tab that indicates the location of this additional work.	Please refer to ADDENDUM.18SEP101.A02	2012-08-31 17:48:53
September 18 <sup>th</sup> 2012	101	Tab 112-9 on sheet C.10 indicates that Paved Shoulder should be built on Highway 20 EB from Station 554+54.6 to 558+09.9 and WB Highway 20 from Station 561+35.2 to 564+90.5. The project plans do not include this stationing on Highway 20. Please provide location detail and the reasoning as to why this is included on this project. Thank you.	Please refer to ADDENDUM.18SEP101.A04	2012-09-11 09:34:36
September 18 <sup>th</sup> 2012	101	Tab 112-6 on sheet C.11 details the Bridge Approach Sections on this project. Included in the tab are the incidental items to be built with this item. The tab does not address the excavation that is required to provide the space to place the incidental modified subbase. Please explain how this excavation is paid for. If it is incidental, please provide the contract document that indicates this. Likewise, if it isn't incidental how do you determine that with the information provided by the project plans?	Excavation for the installation of the modified subbase is incidental to the installation of the bridge approach. This is covered by Standard Specification 2301.05,D,2.	2012-09-05 14:58:02
September 18 <sup>th</sup> 2012	101	Crossover #2 on U.2 is specified to be 9" PCC or 12" HMA. Crossover #5 on U.5 is specified to be 9" PCC or 10" HMA. Shouldn't both these crossovers be the same HMA thickness?	Crossover #2 should be 8" PCC or 10" HMA. Please refer to ADDENDUM.18SEP101.A04	2012-09-11 09:35:04

September 18 <sup>th</sup> 2012	101	<p>The sister project to this project (IMX-380-7(116)64—02-07) was let with the following Estimate Reference Information for the PCC item- The shoulders on this project will be used as a driving surface in the future and will need to be evaluated for 0.5” bumps and dips per Section 2317 in the standard Specifications. Longitudinal macrotexture will be required on the mainline and shoulder pavement. Please explain why this set of plans contains the following Estimate Reference Information- the shoulders on this project will need to be evaluated for smoothness per Article 2317 of the Standard Specifications. Longitudinal macrotexture will be required on the mainline and shoulder pavement. Why is the smoothness requirement more stringent on this project than on the sister project? In all our discussions with the IDOT it was never mentioned that it was anyone’s intention to apply the 2317 specification to narrow shoulder pours. Secondly, this project contains Item 560- Milled Rumble Strips. Before the project is complete the shoulders on both projects are required to receive milled rumble strips. We don’t see the need or logic in requiring the 2317 smoothness specification. Thank you for looking at this issue.</p>	<p>The shoulders on the project will be used as a future driving surface for staging purposes when additional capacity is added to the corridor thus the requirement for macrotexture and bump and dip evaluation. The milled rumble strips that are being placed with this project will be addressed when additional capacity is added.</p>	2012-09-05 14:59:35
September 18 <sup>th</sup> 2012	101	<p>Please review item 100-7 In. P.C. Paved Shoulders. Tab 112-9 contains stationing that is almost three miles off the project. Why is the shoulder removed from STA 428+ 82 to STA 439+18 in both lanes when you only need to replace about 360 LF in each lane when the crossover is removed? Finally, sheet B.09 contains the same area for the 8” PCC Shoulder Strengthening and the 7” PCC Shoulder. Thank you.</p>	<p>This is to replace shoulder in the areas of the crossovers that were saw cut and left in place from the previous project that are in the same area as the crossovers for this project. These entire areas need to be replaced to provide a permanent shoulder that is tied to the existing pavement and has a rumble strip pattern that is consistent with existing shoulders in the area. The 8” PCC shoulder strengthening is on the northbound lanes and the 7” PCC shoulder is on the southbound lanes.</p>	2012-09-05 15:01:58

September 18 <sup>th</sup> 2012	101	With a letting date of September 18th is it conceivable that major progress could be made on replacing the crossovers that were recently removed on the last project. Is 2012 work anticipated and approved? How would the closure days be addressed in 2012? Can a contractor be assured that the IDOT would shut off the closure day period at the time a contractor wants to stop working in 2012?	Please refer to ADDENDUM.18SEP101.A03.	2012-09-06 17:58:08
September 18 <sup>th</sup> 2012	101	On page B-8, 6" of modified subbase is specified for Ramp C paving from stations 3547+08.55 - 3587+02.91. Shouldn't the 6" modified be extended to include stations 524+36 - 547+08.71 (page B.7) to encompass the entire Ramp C paving? Please review.	Please refer to ADDENDUM.18SEP101.A04	2012-09-11 09:35:32
September 18 <sup>th</sup> 2012	101	Will new tabulations be issued for the items changed in addendum 18SEP101.A01?	Please refer to ADDENDUM.18SEP101.A02	2012-09-04 17:31:12
September 18 <sup>th</sup> 2012	101	Tabulation of Pavement Tab 100-24 on C.9 contains location detail for the 6,923 SY of detour that is described in the Estimate reference Information for Item 170- Detour Pavement. Tab 100-24 indicates that the width for certain locations is 9'. However, the information on B.9 indicates that his same area should be 8.5' wide. Additionally, Tab 100.24 on C.9 would indicate that the temporary emergency pullout paving from 212+60 to 214+80 and 328+20 to 330+40 is 8" thick. This thickness is in conflict with the information provided on U.8. Please clarify these inconsistencies. Thank you.	The 8.5' listed in the B sheets is correct and the 9' listed in the C Sheets should be 8.5'. The quantities in the C Sheets are correct for the 8.5' width. The 100-24 tab does not quantify the detour pavement by thickness just the areas. You must refer to the typicals and detail sheets for pavement thickness.	2012-09-11 09:36:36
September 18 <sup>th</sup> 2012	101	An earlier question asked about the thickness discrepancies between Crossover #2 and Crossover #5. Please note that U.5, in Note 2, indicates that the crossover should be 8" PCC while Section A-A on U.5 indicates it should be 9" PCC. Please clarify.	Please refer to ADDENDUM.18SEP101.A04	2012-09-11 09:36:03
September 18 <sup>th</sup> 2012	101	The majority of this project is designed with a 26 foot wide mainline pour. However, the east approximately 3,500 feet changes to 24' wide. Please review this design to see if a 26 foot pour could be paved in lieu of the 24 foot pour. A similar request was made and granted on Bid Order 106- Hamilton County in the June 19, 2012 letting. Thank you for looking at this cost saving idea.	The areas that are designed with a 24' width have a 12' auxiliary lane on the outside that ties into a ramp. The new pavement must be placed to match the original so that it will tie in properly with the ramp pavement. To do this with a 26' width mainline pavement would result in a 10' auxiliary lane which would not be acceptable in these locations.	2012-09-11 09:43:22

September 18 <sup>th</sup> 2012	101	On tabulation of pavement, p.C.8, a 7' outside shoulder is tabulated between stations 249+04.3 to 255+41.3. Shouldn't this be a 9' shoulder and 637 SY instead of 495 SY?	The quantity of 495 SY has been verified. The shoulder in this location transitions from 9' to 7' because it is adjacent to the entrance taper for the Evansdale Drive.	2012-09-04 17:30:42
September 18 <sup>th</sup> 2012	101	There are shaded areas at each intersection ramp (U sheets) that indicate either a 6' or 4' shoulder transition to blend the new paving into the old pavement. Are these shaded areas (+200 SY) included in the tabulation of pavement on C.8-C.9?	Please refer to ADDENDUM.18SEP101.A04	2012-09-11 09:38:05
September 18 <sup>th</sup> 2012	101	Sorry to beat the 7" shoulder item to death. The previous project specified 12" asphalt detour crossovers. It was also specified that these crossovers be sawed at the outside shoulder line and the shoulder portion be left in-place. This same note exists under Item 410-Removal of Pavement. i.e. When crossovers are removed they shall be sawcut at the adjacent shoulder width and the pavement left in place as shoulder. The question is why would you remove 12" asphalt shoulders and replace them with 7" PCC shoulders? Why not just put rumble strips in the 12" asphalt shoulders and call it good?	The note about sawcut should not have been included in the note for the Removal of Pavement item in this plan. We are removing the portions of the crossovers that are within 6' of the edge of pavement and replacing it with 7" PCC to provide a shoulder with rumble strips that is consistent with the other PCC shoulders in the area. Another reason for removing the 12"HMA that was left in place is that the crossover pavement was constructed at a 2% slope and our standard shoulder slope is 4%. By replacing the shoulder in these areas we are maintaining continuity with our existing shoulder type and cross slope in this area. Please refer to ADDENDUM.18SEP101.A04	2012-09-11 09:38:42
September 18 <sup>th</sup> 2012	101	Bid item# 0140 is listed as RK-20 in proposal. On sheet U.10 in plans, RK-25 is referenced. Which is correct?	Please refer to ADDENDUM.18SEP101.A04	2012-09-11 09:40:24
September 18 <sup>th</sup> 2012	101	Please see ramp D paving on sheet U.27. I don't see this area accounted for in the tabulation of paving for bid item# 0150. Thanks.	Ramp D was missed. Please refer to ADDENDUM.18SEP101.A04	2012-09-11 09:39:55
September 18 <sup>th</sup> 2012	101	Could you recheck your tabulation of pavement, p.C.8-C.9 with regards to the Ramp D off ramp taper/gore. I do not believe the table reflects this quantity. Thank you.	Ramp D was missed. Please refer to ADDENDUM.18SEP101.A04	2012-09-11 09:39:17
September 18 <sup>th</sup> 2012	101	During Stage #1 of this corridor the contractor was allowed to waste material in the IDOT Right of Way at the infield areas of the ramps and other IDOT property. Will the contractor be allowed to use these same or similar areas as part of these area as part of this project as well?	Allowing the waste material to be placed in the infields was a change that was made in the field on the other project. We have bid the Class 10 Waste with the intent that it will be hauled off site per Standard Specification 1106.07.	2012-09-11 09:44:28

September 18 <sup>th</sup> 2012	101	Addendum 18SEP101.A03 added Item 0871. The new BIDX file does not include a Unit Price for Bid Item 0871.	This is fixed by addendum 18sep101.a04	2012-09-10 14:07:14
September 18 <sup>th</sup> 2012	101	The plans indicate that the existing subdrain between stations 3547+00 and 3569+00 must remain functional at all times. Is this subdrain and outlets functional now? This area, especially from stations 3557+00 to 3563+00, is chronically wet even in the driest of periods like last summer. Is anything going to be done to improve the drainage in this area before construction on this project begins?	The existing drains from Sta. 3547+00 to Sta. 3569+00 are to be left in place and U.A.C. Care shall be exercised to not damage them during construction. We have a plan in place to improve the drainage in the area this fall.	2012-09-14 19:14:02
September 18 <sup>th</sup> 2012	101	The guardrail at station 362+02.6 was not replaced during construction of the south bound lanes last season. Is this old material to be salvaged for reinstallation at this location as tables 110-7a and 108-8a indicate?	The existing guardrail at this location is to be removed and disposed of per Standard Specification 1106.07. New guardrail will be required at this location.	2012-09-14 19:12:50
September 18 <sup>th</sup> 2012	101	Are both cable and steel beam guardrail being installed near station 322+00?	Yes, there is on the outside of the northbound lanes. There is an existing steel beam guardrail installation protecting the footing of the truss with the message sign on it that will be removed and replaced to facilitate paving. From the end of the steel beam guardrail west we will be placing new cable guardrail to protect the piers of the overhead bridge.	2012-09-14 19:20:11
September 18 <sup>th</sup> 2012	101	Is the TBR placed in stages 2 and 2b on Ramp C required to be anchored?	Please refer to Table A on Sheet 3 of Standard Road Plan BA-401 for the anchoring requirements for TBR.	2012-09-14 19:44:05
September 18 <sup>th</sup> 2012	101	Does the quantity of silt fence in item #680 include silt fence for ditch check installation? There seems to be some confusion. Is item #690 for maintenance only or is the quantity of 2,336 lf include ditch check installation?	The silt fence installations in the plan are for the new guardrail blisters. There should be silt fence for ditch checks in the median on the project from the previous year's construction. The maintenance item will be for maintaining and cleanout of the all silt fence on the project.	2012-09-18 08:41:17
September 18 <sup>th</sup> 2012	102	Typical PCC Overlay 1,B.01, 7th entry shows 1000 LF, PCC Overlay Qty is for 100 LF. This is a difference of 3000 SY. This will effect both PCC Place Furnish Items. Please check into this.	Refer to Addendum 18SEP102.A01.	2012-08-31 17:46:04
September 18 <sup>th</sup> 2012	102	The pay items for QMC and smoothness incentives are not on the estimating proposal--can these please be added--thanks	Refer to Addendum 18SEP102.A01.	2012-08-31 17:46:37

September 18 <sup>th</sup> 2012	102	In the estimate reference info on plan sheet C.2 item 9 is the class 13--it states suitable material from this operation may be used to supplement Type B shoulder. Is there some criteria that will be used to judge what is acceptable, and if the material meets this criteria, can it be used as a direct substitution, without further processing ? Also can some method be agreed upon to quantify the measured units, short of setting up a portable scale, and rehandling the material across it, since the item is by the ton ? Thanks	Regarding reference notes to item #9 (Class 13): Specifications for Type B material (2121 4120.02) define what is 'acceptable' and require contractor to process the class 13 material used unless plan states otherwise. The intent of the reference note is only to remind the contractor of the optional usage for this material NOT that it could use it without being processed or meeting minimum gradation requirements. Regarding handling of the material: Bid this 'as stated' in the plan.	2012-09-04 17:27:07
September 18 <sup>th</sup> 2012	102	The plans on page J.1 have a traffic control plan and staging notes--during stage 2 while paving is it expected to pave the job half width to accomodate the note in the traffic control plan about "maintain access at all times for residents who live and work along IA 14, including school bus traffic" ?	Several options may be available for the contractor to maintain traffic as the plan and specifications require thus, the contracting authority does not specify how this item must be achieved.	2012-09-04 17:26:33
September 18 <sup>th</sup> 2012	102	Section 2121.02 E allows blending of various recycled materials with crushed stone for the type B shoulders this project requires. This job also allows the reuse of "acceptable" material salvaged in the class 13 involving the existing shoulder. What substitution rate in 2121.02 E. can we use; 30% as new construction or 50% as existig shoulders ? Thanks.	This specification covers blending "Recycled crushed PCC, RAP or composite HMA PCC" with crushed rock and likely is how the contracting authority will handle the use of the pavement scarification millings from this project (up to 50% allowed blended/used in existing shoulders). Class 13 material may be used after it has been processed but the amount available will depend on the existing condition of the material in the field.	2012-09-04 17:24:54
September 18 <sup>th</sup> 2012	102	Can you review calculations for the quantity for item 90--class 13---when I do the perimeter of the paving on the job by 5 feet wide by 5" deep I get about 5600 cubic yards--please check. Also could you consider increasing the quantity to 3' past edge of pcc, instead of the present 1', as this is usually considered industry standard padline minimum width.	The Class 13 quantity has been revised with Addendum 18SEP102.A01. Instead of using a 5" depth; the quantity was calculated using 4" because of the additional 1" HMA Stress Relief layer (from typical PCC Overlay 1 on B.1: T=9.5"-4.5"min-1" HMA =4"). Also, there were deductions for paved side road crossings and left turn lanes with their tapers, etc). The calculations are correct. Regarding extra width: Typical PCC Overlay 1 is correct. Contractors can widen this at their own cost to accommodate their specific equipment.	2012-09-04 17:26:01



September 18 <sup>th</sup> 2012	102	On plan sheet B.2 typical 7135 modified, note 2 indicates shaping the existing shoulders to insure the new shoulder is at least as deep as the overlay is required. This work is to be paid per 2121 (trenching and shaping), but there is no bid item. Can this item be added. Thanks.	Shaping the existing shoulder to insure the new shoulder is at least as deep as the overlay is included in the payment for Type B Granular Shoulders, refer to article 2121.05 A.2.b. of the standard specification.	2012-09-04 17:25:25
September 18 <sup>th</sup> 2012	102	Plan sheet C.3-estimate reference for item 44 details work involved for "clean out pipe culvert"--it states in part "Work included in this item may require" and names several types of work. This is a problem looking for a place to happen--if the work is that hard to quantify in the design phase, how do you expect us to gage the risk in the bid process--this note should be replaced with the statement that bid items if they exist will pay for this work, and if there are no bid items it will be addressed with extra work--the only thing the item should say it requires is the water cleaning, and the haul off of debris--this can be expected based on the item involved---to say the other items "may" be required adds a level of uncertainty no one can gage--we shouldn't be expected to try to bid a risk, even the designers cannot quantify.	Due to potential for variations in cleaning the different structure locations we chose not to mandate a specific type of equipment/method needed. Instead like other work items in our specs. (e.g. patching: hand tools may be required) we leave it up to the bidder by only suggesting equipment required to achieve the desired results. Companies that specialize in this type of work will do this far differently than other contractors who may choose to use a more manual approach. Also, different times of the year "may" require different types of equipment or methods used to clean these pipes. The bidders suggested use of "Water Cleaning" implies DOT would provide the source of water; extra work not covered by plans/specifications is all ready covered by specifications. Ultimately, the work and equipment needed will depend on the contractors "site visit observations", skill level, and equipment he may or may not have. The DOT just wants the pipes cleaned out and are willing to pay by the lin. foot to do so.	2012-09-05 14:54:43
September 18 <sup>th</sup> 2012	102	On sheet J.1 what is the bid order and letting date of the project noted in tab 111-01 ? thanks	The project referred to on Tab 111-01 on Sheet J.1 was Bid Order 152 in the May 15, 2012, letting; the project had a late start date of 06/18/12 with 190 working days.	2012-09-04 17:27:48



September 18 <sup>th</sup> 2012	102	A previous question asked about the notes on J.1 about access for people to get to work, home, and especially school bus access. The answer stated that “several options may be available”. Can these options please be explained? We can decide which one is the most economical then. The school buses are my biggest concern. Will the busses be required to use the parallel gravel roads as much as possible, and be limited to using Highway 14 only to get to residents on the highway, not just driving through to make things easier? Same question for those who live and work on the route. What school districts use this route on a regular basis? Has the owner had any kind of informational meeting with the school(s) and the people who live and work along the route, discussing expectations? If so what expectations were discussed and committed to? When are the schools using this route out for the summer? Will there be any need to be concerned about buses from June 15 to August 15? Thanks	The road is closed. The contractor is required to provide local property owner access at all times while the road is closed. Only under very unique circumstances do design plans include staging plans for local access. This is not a unique circumstance.	2012-09-05 15:04:17
September 18 <sup>th</sup> 2012	102	On sheet J.1 in the traffic control plan, there is a requirement to maintain access at all times for residents who live and work along IA 14, including school bus traffic. What is the minimum acceptable geometry (width, cross-slope, etc.) and type of material required for these access requirements to be considered in reasonably close conformity, especially the school buses if different from the other traffic. Thanks	This project does not have any specific details of construction for the local property owner access as long as reasonable access, depending on field conditions, is provided at all times while the road is closed.	2012-09-11 09:30:10
September 18 <sup>th</sup> 2012	103	I think with the traffic volume on this project that you should consider a bid item for monitoring with incident with response. Thanks	Please see ADDENDUM 18sep103.a03	2012-09-12 11:32:30

September 18 <sup>th</sup> 2012	103	Typicals on B.5, B.7, B.8, and B.10 show subdrain underneath 12" paving instead of at the edges of the paving under "shoulders" of a thinner section--- usually subdrain is not under the full depth paving, it makes construction much more difficult as there is one more sub to schedule in and around the PCC work. Also usually it doesn't get installed through geogrid, since the trenching process destroys the integrity of the poly grid. Can you check to see if this is the case, or just too many trenches in the typical--thanks.	Please see ADDENDUM 18sep103.a03	2012-09-12 11:31:50
September 18 <sup>th</sup> 2012	103	Is there a mile post "a" = station "b" equation somewhere? This would help with the pavement removal existing pavement tabs--thanks	M.P. 141.58 is equal to Sta. 1288+52 on the project.	2012-09-06 11:37:14
September 18 <sup>th</sup> 2012	103	Tab 104-3 lists 100' of 18" steel trenchless pipe at station 1305+00. There appears to be no bid item for this, but there is a bid item for 100' of 18" rcp trenchless pipe that is not tabulated. Please clarify. Thanks	The bid item that we used for the 100' of steel pipe is the bid item for 100' of 18' trenchless RCP. There is a note in the remarks column that explains that only the steel casing pipe will be required, no concrete carrier pipe will be required for the item.	2012-09-12 11:31:04
September 18 <sup>th</sup> 2012	103	The estimate reference information for item #3 in the (275) plans seems to indicate that the total embankment in-place should be 519,972 cy rather than the bid quantity of 440,228 cy.	Please see ADDENDUM 18sep103.a03	2012-09-12 11:30:11
September 18 <sup>th</sup> 2012	103	Please review I-80 Westbound stationing at 1341+25 to 1365+55 on sheet C.14 and B.8 Width is tabbed at 60', but auxillary lanes widths vary and there is also a 12" P.C.C. shoulder. Is this "shoulder" a bid item or is part of bid item# 0180. Confusing at the very least. Thanks.	All of 12" thick shoulders on the project were included in the quantity for 12" PCC mainline paving. In tab 100-24 the 60' width includes the 12' median shoulder, 3-12' lanes, and 1-12' auxiliary lane (AL2). The variable (AL1) lane quantity was included with the 1827.1 SY taper in the line above the line in question in the tab.	2012-09-06 16:52:48
September 18 <sup>th</sup> 2012	103	Are rectangular 547 intakes acceptable? The storm sewer tab refers to circular intakes.	We will allow the use of rectangular intake boxes for the SW-547 intakes. The contractor will be required to adjust the design length and the pipe flow lines due to differences in the dimensions between the circular and rectangular intakes.	2012-09-12 11:29:31
September 18 <sup>th</sup> 2012	103	Please review the square yards double reinforced bridge approach. If sheets U.5 and U.6 are to scale, the quantity is considerably understated. Thanks.	I have checked and the double reinforced quantities in the plan and they are correct. The contractor should not be scaling off of the plan sheets.	2012-09-12 11:28:37
September 18 <sup>th</sup> 2012	103	The cross sections appear to show considerably more cut than what is accounted for Stage 5.	under review	2012-09-11 09:31:54

September 18 <sup>th</sup> 2012	103	Are the 17,218.3 cy of embankment listed on tab 112-9 as required for earth shoulder construction included in the earthwork tabulations?	The fill for earth shoulder construction (17,218.3 CY) is not included in the earthwork tabulations. This fill is to be supplied for and included in the costs for the Earth Shoulder Construction bid item.	2012-09-12 11:27:34
September 18 <sup>th</sup> 2012	103	Will we be able to access Hubbell Ramps A and C from the Interstate and, if so, will this require lane closures and will it be night work?	The contractor may have access to Ramps A and C from I80; however, it will require a lane closure and be limited to night work during the hours stated in the Traffic Control Plan. Access will also be allowed off of Hubbell Ave. with a lane closure except during the times stated in Note 6 in the Traffic Control Plan. The actual work can be done during the day as long as no lane closures are required on I-80 to perform the work.	2012-09-12 11:56:58
September 18 <sup>th</sup> 2012	103	On sheet C.14, please check I80 EB 1257+25 to 1261+67.1 quantity of paving between the 12 foot lane and Area J.	under review	2012-09-12 17:01:43
September 18 <sup>th</sup> 2012	103	It does not appear to us that the quantity for the Hubbell Loop E taper (7879+80 to 7885+90 +/-) and the Hubbell Ramp A taper(7891+50 to 7899+60 +/-) is included in the quantity tab on C.14. It does show the 12 ft lane but doesn't appear to show the taper. Please verify.	under review	2012-09-12 17:02:17
September 18 <sup>th</sup> 2012	103	Can the DOT produce DGN, XSR, or GEN Files from Microstation. The files that were provided on this project were not very helpfull with our software.	The .dsn files that were provided are a Microstation recognized file format. XSR or GEN files are not a file format that we use or provide. The contractor will be responsible for creating these files for their use.	2012-09-12 16:59:45
September 18 <sup>th</sup> 2012	103	Does any of the Temporary Barrier Rail remain on site or become property of IDOT at the completion of the project?	Refer to addendum 18sep103.a05.	2012-09-14 17:59:13
September 18 <sup>th</sup> 2012	103	Can the I-80 stage 2 work from 1295+00 to 1343+00 be accessed from WB I-80. If so, would this be night work with a lane closure?	If the contractor wishes to access the Stage 2 work area from I80 a lane closure will be required and will be limited to night work during the hours stated in the traffic control plan. Work may be performed in the area during the day as long as they are not accessing the site from I80.	2012-09-14 18:04:00
September 18 <sup>th</sup> 2012	103	Is there 639' of 15" CMP to remove at station 1291+17.2 and 639' of 15" CMP to install back at this same location?	This pipe is to be removed. It will not be replaced with this project since we will have storm sewer and intakes to drain the median.	2012-09-14 18:00:09

September 18 <sup>th</sup> 2012	103	Per the Special Provisions, winter free time is not allowed. If this is the case, it is not feasible to complete the project in the specified working days due to staging requirements and intermediate completion dates. Will working days be charged during the winter?	Yes, per the note in the proposal, 500.01, working days will be charged during the winter!	2012-09-14 18:10:14
September 18 <sup>th</sup> 2012	103	There is 639' of 15" cmp tabbed at station 1291+17 in 104-3 modified, but the remark says "remove". Is there new pipe to be installed here?	This pipe is to be removed. It will not be replaced with this project since we will have storm sewer and intakes to drain the median.	2012-09-14 19:06:51
September 18 <sup>th</sup> 2012	103	Tab 104-3 modified lists flooded backfill for only one roadway pipe. I assume all other roadway pipe in the tab that call for class B bedding only get bedded in granular material and are backfilled with dirt whether they are extensions or complete new runs through new embankments. Please confirm.	The contractor is correct. Pipes that call for Class B bedding that do not have a flooded backfill quantity should be installed as shown on the bottom diagram (Fill Installation) for Class B bedding on Standard Road Plan RF-30A.	2012-09-14 19:07:56
September 18 <sup>th</sup> 2012	103	To follow my previous question about class B bedding for roadway pipe, the estimate reference note under all the roadway pipe items refers you to look at tab 104-5B which is the tab for storm sewer. That tab says use class A stone for all bedding and backfill. So does that note pertain to all roadway pipe or just storm sewer? Do we use class A stone for all backfill of roadway pipe under the pavement?	Roadway pipes that are listed in Tab 104-3 will be bedded and backfilled as shown on Standard Road Plan RF-30A. Storm sewer that is listed in Tab 104-5B shall be bedded with Class A Crushed Stone.	2012-09-14 19:09:03
September 18 <sup>th</sup> 2012	103	On the pier bar list it shows the #11 epoxy coated rebar going into the pile cap needs to have 4'-4" of non-coated bar. Can these bars be supply as all epoxy? If not what is the reason for exclusively uncoated bar in the pile caps?	The reason for the column bars being non-coated within the cap is to enable the column bars to achieve necessary bar development length within the cap.	2012-09-14 19:35:27
September 18 <sup>th</sup> 2012	103	There have been many questions coming in about the detour pavement and the type of material (HMA or PCC) required. Can you clarify that both HMA or PCC are allowable for the Detour Pavement Item?	PCC or HMA pavement of the specified thicknesses shown in the Typical is acceptable for use on the project.	2012-09-14 19:10:40
September 18 <sup>th</sup> 2012	103	There are several jack and bore culverts on the plans and profile views at stations that are not listed in the bid quantities nor the table 104-3 on sheet C.12. How will these be addressed? Ex: 7897+00 40' of 24", among others. Additionally, why is there one culvert specified steel, where the rest are all RCP? Could they all be steel, or all RCP?	under review	2012-09-14 11:01:28

September 18 <sup>th</sup> 2012	103	To follow on a previous question: The other jack and bore culverts that are not accounted for in the bid quantities are: Sta. 1287+90 147' of 24" RCP, 1294+18.78 150' of 36" RCP and 1309+80 334' of 42" RCP, the last of which is called "future" on the plans. Does that mean it is not part of this project? Excluding the "future" installation, nearly one-third of all of the jack and bore culvert footage on this project is not in the bid quantities.	The item for the pipes at Sta. 1287+00 and 1294+18.78 are covered by bid items 73 and 74 in the plan. They are bid as trenchless storm sewer since they are shown in the M Sheets. The pipe at Sta. 1309+80.00 will be constructed in a future project and is not included in the bid items.	2012-09-17 09:08:48
September 18 <sup>th</sup> 2012	103	Detour paving for shoulder strengthening (last 3 line items on tab 100-24) does not show quantities for special backfill; typical cross section on B.13 shows 12" depth special backfill. Is special backfill incidental to detour paving for shoulder strengthening?	Refer to Addendum 18SEP103.A06.	2012-09-17 17:14:39
September 18 <sup>th</sup> 2012	103	The plans call for 2 acres of clearing Included for new areas of ROW. Which plan sheets specify the areas included? What about areas of clearing in existing ROW? Thanks,	under review	2012-09-18 08:40:03
September 18 <sup>th</sup> 2012	105	Line no. 0180 is for Fence, Temporary, is there a material spec for the plastic mesh fence? Is there a detail for the post type and spacing for installation?	Refer to Addendum 18SEP105.A02.	2012-09-14 19:03:28
September 18 <sup>th</sup> 2012	105	On sheet no. L.03 shows to install a pedestrian path closure. Is there a detail on that item? Is it a permanent installation?	Refer to Addendum 18SEP105.A02.	2012-09-14 19:04:06
September 18 <sup>th</sup> 2012	154	Will work be allowed in 2012 on this project?	Article 1108.02 C.3.a. says the contractor may commence work any time after receipt of a signed contract, weather and specifications permitting.	2012-08-30 09:56:43
September 18 <sup>th</sup> 2012	155	I'm confused about note 2 in tab 104-13. It says to remove a 10' x 10' x 14' parapet from a 3' x 3' box culvert. Are these dimensions right? Please clarify. Thanks	This is a typo. The dimension should read 10' x 10' x 14".	2012-09-12 09:01:27
September 18 <sup>th</sup> 2012	155	On Sheet C.2 of the plan, Item No. 18, the notes states that Cold In-Place Quantity includes all existing turn lanes and bypass lanes within the limits of the CIR. Is there any more detailed information on this available as to the exact number and size of such locations?	Refer to Addendum 18SEP155.A01.	2012-09-12 08:59:22

September 18 <sup>th</sup> 2012	155	Tabulation 112-9 on Sheet C.5 of the plan shows Class 13 Excavation quantities. If Cubic Yardage is calculated off of the typical sections on sheets B.1 B.2 the quantity is substantially higher. Are the existing shoulders on the project lower than the existing pavement? Has this been figured into the quantity for Class 13 widening?	Refer to Addendum 18SEP155.A01.	2012-09-12 08:58:54
September 18 <sup>th</sup> 2012	155	Typical 2602B on sheet B.1 states that CIR area is based upon existing pavement width of 24'. Does this mean that the pay quantity will be based on existing width or will CIR qty be paid based upon the finish width of the roadway after the widenings have been filled with CIR material leaving a finished width of 28' or 32' wide?	Refer to Addendum 18SEP155.A01.	2012-09-12 08:58:28
September 18 <sup>th</sup> 2012	155	The HMA Base quantity seems too low, especially in comparison to the revised Cl. 13 quantity and typical. Thanks.	The quantity of HMA Base Widening is believed to be correct. The total quantity of Excavation Class 13 and the total quantity of HMA Base Widening will not directly correlate since there is no HMA Base Widening associated with Typ. 2602B on sheet B.1.	2012-09-14 19:26:40
September 18 <sup>th</sup> 2012	156	Please review bid item 0320. Two lane patches with only 1 C.D. joint. Should count be adjusted upward? Thanks.	See ADDENDUM.18SEP156.A01	2012-09-12 12:16:52
September 18 <sup>th</sup> 2012	158	Please review bid item# 0650. Isn't bridge approach at station 250+95.10 already accounted for under bid item# 0130? Thanks.	Please see ADDENDUM 18sep158.a02	2012-09-12 12:30:33
September 18 <sup>th</sup> 2012	158	the proposa1 for Items 15,16, 17 calls for An HMA 3M, The plans (Figure MC-1) calls for an HMA 1M for same Items, can you please verify which is correct?	Please see ADDENDUM 18sep158.a02	2012-09-12 12:18:30
September 18 <sup>th</sup> 2012	158	The patch thickness in the plans shows 15" Are we pouring concrete 15" thick with the composite on top of that? The existing pavement does not seem to go along with the patching tab if that is the case. Thanks.	The nominal patch thickness should be 10 inch PCC and 5 inch HMA.	2012-09-12 11:26:28
September 18 <sup>th</sup> 2012	158	Please clarify line no 0420 removal of pavement and line no 0660 removals, as per plan. The removals per plan note states that it includes th approach slab, yet the tab for removal of pavement seem to include the approach as well. Thanks.	Bid Item 0660, Removals, As Per Plan, does not include bridge approach pavement removal. Bridge approach pavement removal is addressed in Bid Item 0420, Removal of Pavement. On Sheet V.2, in the "Removals As Per Plan" paragraph, disregard the reference to removing the approach slab.	2012-09-14 19:23:09



September 18 <sup>th</sup> 2012	160	Will work be allowed in 2012 on this project?	Article 1108.02 C.3.a. says the contractor may commence work any time after receipt of a signed contract, weather and specifications permitting.	2012-08-30 09:57:03
September 18 <sup>th</sup> 2012	160	Will the HMA shoulder resurfacing mix for typical 7151 be paid for under the 10M ESAL L-3 mix?	Yes, the HMA shoulder resurfacing in Typ. 7151 is included in the quantity for "HMA Mixture (10M ESAL), Surface Course, 1/2" Mix, Friction L-3". This should have been noted in the Estimate Reference Information but was not.	2012-09-14 18:58:40
September 18 <sup>th</sup> 2012	160	Will the DOT provide the survey for this project?	Survey requirements for this project are minimal. Any necessary survey will be provided by Iowa DOT.	2012-09-14 19:01:07
September 18 <sup>th</sup> 2012	162	Is there a reason why in the middle of this project under the base widening unit you switch from Special Backfill to Modified Subbase? Is there any way you can make it all Special Backfill? Thanks	The material designated is dependent on the presence of longitudinal subdrain. Where longitudinal subdrain exists, modified subbase was used to maintain drainage to the subdrain trench. Where longitudinal subdrain does not exist, special backfill was used to avoid trapping water below the pavement.	2012-09-12 11:55:26
September 18 <sup>th</sup> 2012	162	Addendum # 1 line item 511 for Partial Depth Patch material seems to be addressed in line item # 150 HMA Base material which reference refers to partial depth patches on C.7 and C.8 also, or perhaps I am missing meaning of the addendum. Please advise. Thanks	Please refer to ADDENDUM.18SEP162.A02	2012-09-14 19:05:12
September 18 <sup>th</sup> 2012	162	Typical 2617 on Sheet B.2 indicates 12 IN Depth Paved Shoulders matching surface after 3 IN overlay. Intermediate and Surface quantities include only 24' mainline causing paved shoulders to be installed in separate operation. Is this the intention or should Paved Shoulders be treated as Base Widening and covered with intermediate and surface layers, eliminating joint? Intermediate and surface quantities do not include Paved Shoulder overlay. Please investigate and advise. Thank You	The paved shoulders were designed as 6" thick HMA over subbase in contrast to pavement widening which is typically a minimum of 8" thick per design manual section 7D-8. Because paved shoulders fall under specification 2122, the item is paid by the square yard, and the mix is specified as base mix.	2012-09-14 19:17:32
September 18 <sup>th</sup> 2012	162	Why does the DOT feel they need new base rock under the asphalt widening? Existing shoulders look to be in good condition. If they do why the rock, why does part of the project require special backfill and the rest is spec'd for modified subbase?	The material designated is dependent on the presence of longitudinal subdrain. Where longitudinal subdrain exists, modified subbase was used to maintain drainage to the subdrain trench. Where longitudinal subdrain does not exist, special backfill was used to avoid trapping water below the pavement.	2012-09-14 19:16:34

September 18 <sup>th</sup> 2012	162	Why are HMA paved shoulders spec'd along the mainline? This is going to create an unnecessary joint in the pavement surface. Normally the DOT has been constructing this as base widening and then overlaying with intermediate and surface to eliminate a joint.	The paved shoulders were designed as 6" thick HMA over subbase in contrast to pavement widening which is typically a minimum of 8" thick per design manual section 7D-8. Because paved shoulders fall under specification 2122, the item is paid by the square yard, and the mix is specified as base mix.	2012-09-14 19:18:32
September 18 <sup>th</sup> 2012	162	You have an item for a Field Laboratory, what do you intend to use it for on this project? Did you mean to put in a Field Office instead?	under review	2012-09-17 08:58:46
September 18 <sup>th</sup> 2012	164	The Steel Beam Guardrail Tab. 108-8A on Sheet C.4, the layout lengths for VF VT2 do not equal the Steel Beam Guardrail L.Ft. totals on Locations 1-8. Locations 9-12 are correct.	SEE ADDENDUM 18SEP164.A01	2012-09-12 12:42:14
September 18 <sup>th</sup> 2012	301	Has the CI 12 that is to be crushed into Macadam and choke stone been tested to insure it meets the abrasion and freeze/thaw requirements? What happens if it does not pass?	No the Class 12 excavation to be crushed has not been tested to determine if it meets abrasion and freeze/thaw requirements. The designer is only requiring the Class 12 to meet the gradation limits specified in the contract documents.	2012-09-12 09:00:28
September 18 <sup>th</sup> 2012	301	Based on notes from the D-sheets and calculating the neat line quantities from the cross section end areas it appears as though the Class 12 Excavation should be increased by approx. 50,000 cy.	Designer has verified the quantity of Class 12 excavation, as it appears in the plans, is correct. Contractors shall bid this item as it is shown in the contract documents.	2012-09-12 11:33:34
September 18 <sup>th</sup> 2012	301	What depth of topsoil respread is required? Will the rock slopes in areas of class 12 excavation need to be covered with topsoil, if not can they be left as benches from the drilling and shooting or will it be required to establish a smooth 3:1 as shown in the cross sections?	Re-spread depth to be approximately 6"; although depth could vary based on the amount of topsoil generated. Benched backslopes are not permitted, construct the cross sections as shown in the contract documents.	2012-09-14 17:55:11
September 18 <sup>th</sup> 2012	302	Have flowable mortar schematic been completed? If not where is the bid sheet?	Flowable mortar wasn't bid on this project.	2012-09-12 12:29:51

September 18 <sup>th</sup> 2012	305	Item No. 3, 2408-7800000 Structural Steel, on sheet number Q.6, calls for steel pipe that meets the requirements of materials I.M. 467.03. The approved rolling mills for steel pipe piles do not make “welded or seamless steel pipe piles”. They only make structural or sheet steel. How should I proceed with finding a supplier for this material?	The welded and seamless steel pipe piles must meet the requirements of ASTM A252. The Mills that are listed in I.M. 467.03 Appendix A, have been rolling steel pipe piles (seamless/welded) for some time. Included in this list are Gerdau Ameristeel (Midlothian,TX., Mill), Gerdau Ameristeel (Petersberg,VA., Mill), Nucor Yamato (Blytheville AR., Mill) and Steel Dynamics (Columbia City,IN., Mill). There was some news recently that Steel Dynamics stopped rolling pipe piles and sheet piling. But Steel Dynamics has yet to confirm this.	2012-09-14 18:06:15
September 18 <sup>th</sup> 2012	352	Need a clarification on Item #2524-9281121 Steel Breakaway Sign Posts for Type A or B Signs, W 6 x 12. I believe that these are the incorrect posts for the Type A signs. Please review.	Refer to Addendum 18SEP352.A01.	2012-09-14 16:38:38
August 21 <sup>st</sup> 2012	002	The estimating proposal shows 105 WORKING DAYS for site 2 3. The proposal notes below state that the maximum number of days per site is 105 CALENDAR DAYS. I understand that that this project will bid as an A+ B bid format. Is the maximum allowable number of days to be bid calendar days or working days?	Refer to Addendum 21AUG002.A01.	2012-08-17 11:22:19
August 21 <sup>st</sup> 2012	002	Will the contractor be allowed to use a "causeway crossing" over the creeks to construct this project? If so can a causeway detail be provided?	Yes, a temporary stream crossing is allowable and if used shall be constructed per Standard Road Plan RL-16 in accordance with the Standard Specification Section 2547.	2012-07-30 16:02:35
August 21 <sup>st</sup> 2012	002	If the contractor can make the schedule work within the A+B bidding can the contractor complete both eastbound and westbound during the 2013 work season?	No. There is not enough capacity in one lane of traffic on I-80 during the month of August. And the Iowa DOT will not risk completion of the second bridge in the September through November time frame. One bridge shall be built each year in the April through July time frame as the contract documents indicate.	2012-07-30 09:39:15
August 21 <sup>st</sup> 2012	002	The TBR connection to retrofit bridge rail standard is included as sheet U.1 of the (353) plans, but there is not line item for it. Will this item be included in the proposal?	Refer to Addendum 21AUG002.A05.	2012-08-14 14:08:40
August 21 <sup>st</sup> 2012	002	The proposal and plans for (353) show 2 Temp Crash Cushions, but 3 are shown in the tab on C.11. Which is correct?	Refer to Addendum 21AUG002.A05.	2012-08-14 14:09:01

August 21 <sup>st</sup> 2012	003	could you check the concrete quantity? 326cy seems like a lot for a 70' bridge.	Please refer to ADDENDUM.21AUG003.A01	2012-07-31 16:19:26
August 21 <sup>st</sup> 2012	004	Are driving points required on the abutment piling as well as the pier piling?	Please refer to ADDENDUM.21AUG004.A01.	2012-08-17 11:16:48
August 21 <sup>st</sup> 2012	004	The proposal calls for D85 beams. Should this be changed to D80 beams?	Please refer to ADDENDUM.21AUG004.A01.	2012-08-14 14:06:13
August 21 <sup>st</sup> 2012	004	It looks like the overhead lines on the north side of the bridge will interfere. Have any arrangements been made to have them moved?	No, the County feels the power lines will not interfere with construction activities.	2012-08-15 13:58:43
August 21 <sup>st</sup> 2012	004	Are there shear lugs on the beams for the existing bridge?	Yes there are.	2012-08-15 14:00:07
August 21 <sup>st</sup> 2012	004	Seal Coating as part of the dewatering to construct the pier foundation in the dry is available to use. Is it the contractor's decision as to whether or not they use sealcoating as a means to keep pier foundation site dry as called for in Section 2405 of the Standard Specifications?	See note for bid item 12 on page 2 of 30 in the plans.	2012-08-15 14:01:30
August 21 <sup>st</sup> 2012	007	Bid Item 0040, Class 21, has a quantity of 130 C/Y. Is this amount correct? If so where is it located?	The Class 21 is the material that is located below the water line the day of the Survey and goes from ROW to ROW, and from the new Pier line to Pier Line. The amount is Correct.	2012-08-15 14:48:58
August 21 <sup>st</sup> 2012	011	Would we be required to mix the class O concrete on site or could we get it from a ready mix plant?	For the class O concrete the contractor may select on site mixing or ready mix supplied concrete in order to satisfy their schedule and method of operations. Note that specified slump requirements are different for the two different methods. The plan specified trial batch method should match the production method.	2012-08-09 16:39:37
August 21 <sup>st</sup> 2012	011	Can regular Temporary Barrier Rail be used in lieu of the Movable Temporary Traffic Barrier? For such small quantity, you are asking for a very expensive product that is not needed; in my opinion. Thank you for reviewing	No temporary barrier rail cannot be used as a substitute for the movable temporary traffic barrier. The contractor shall use movable temporary traffic barrier as specified in the contract documents.	2012-08-17 09:43:39

August 21 <sup>st</sup> 2012	012	The Temporary Culvert Dewatering Plan as shown on sheet 8 does not comply with the RL-16 standard. Does this mean that on this project the contractor will be allowed to ignore the requirements of RL-16 and utilize a stream diversion as shown on plan sheet 8?	The Temporary Culvert Dewatering Plan and RL-16 serve two different purposes. The purpose of the Temporary Culvert Dewatering Plan shown on sheet 8 of the plans is to divert stream flow around the culvert placement area during construction. The purpose of RL-16 is to provide access to the channel while still maintaining stream flow through the main channel. The requirements of RL-16 will not be in effect on this project. The US Army Corps of Engineers has approved our Temporary Culvert Dewatering Plan, so that will be what the contractor is expected to utilize during construction.	2012-08-17 11:22:45
August 21 <sup>st</sup> 2012	102	Item 2, Select backfill states that material shall be gradation 12B, which is crushed gravel. Supplier in Iowa City does not have crushed gravel, can crushed limestone be used?	Yes, Refer to Addendum 21AUG102.A01.	2012-08-17 11:23:47
August 21 <sup>st</sup> 2012	102	the spec on the selected Back Fill Item #10 is gradation 12b (crushed gravel) - Could crushed Limestone be used instead?	Yes, Refer to Addendum 21AUG102.A01.	2012-08-17 11:24:08
August 21 <sup>st</sup> 2012	151	This work is a small bridge approach leveling project. Whenever DOT maintenance does this work they take whatever mix they can, i.e. commercial, 300K, or 1M. Why does the job specify 3M with L-3 friction for such a small quantity in a rural, remote area with few to no local aggregates?	The designer chose this mix based upon DOT design criteria.	2012-08-09 10:02:03
August 21 <sup>st</sup> 2012	151	Why is a commercial or 300K mix not acceptable for this work? DOT maintenance does a lot of these and use whatever mix is available or being made. Limited or no availability for local materials to meet this criteria of HMA for such small work.	The designer chose this mix based upon DOT design criteria.	2012-08-09 10:02:25
August 21 <sup>st</sup> 2012	154	Has this project and projects 157 158 been withdrawn? They are not listed on the plan request form.	Yes	2012-07-18 17:11:44
August 21 <sup>st</sup> 2012	155	This work is a small bridge approach leveling project. Whenever DOT maintenance does this work they take whatever mix they can, i.e. commercial or 300K. Why does the job specify 3M with L-3 friction for such a small quantity in a rural, remote area with few to no local aggregates?	The designer chose this mix based upon DOT design criteria.	2012-08-09 10:02:44

August 21 <sup>st</sup> 2012	155	Why is a commercial or 300K mix not acceptable for this work? DOT maintenance does a lot of these and use whatever mix is available or being made. Limited or no availability for local materials to meet this criteria of HMA for such small work.	The designer chose this mix based upon DOT design criteria.	2012-08-09 10:03:09
August 21 <sup>st</sup> 2012	156	Can you please recheck quantities for scarification, which may also change HMA tonnage?	I've checked and rechecked the bid quantity and it is correct at 1,065.8 SY. A guess is that the contractor may be confused by the scarification quantity listed "per station" on typical 2618. The project includes scarification of 1.5856 Stations at 433.33 SY/Station and 1.42 Stations at 266.67 SY/Station.	2012-08-17 11:14:12
August 21 <sup>st</sup> 2012	156	Plan description and typical 2618 do not agree with length for milling can we assume the typical is accurate?	I've checked and rechecked the bid quantity and it is correct at 1,065.8 SY. A guess is that the contractor may be confused by the scarification quantity listed "per station" on typical 2618. The project includes scarification of 1.5856 Stations at 433.33 SY/Station and 1.42 Stations at 266.67 SY/Station.	2012-08-17 11:14:36
August 21 <sup>st</sup> 2012	161	Item #42 Item Code 2599-9999020 which states that crushed concrete shall meet gradation No. 11 (granular surface and shoulder) of specification 4120.20 and the resulting material will be 1/2". In the gradation table Grad #11 is 100% passing 1" not 1/2". Is this a typo or I'm I missing something. Thanks!	Per the plan note, crushed concrete shall meet gradation #11.	2012-08-21 09:33:52
August 21 <sup>st</sup> 2012	161	In Estimate Reference Information item #42 it states material crushed shall meet gradation #11 which in IDOT grad table top size is 1". In the description on plans it states material will result in 1/2"? Is this correct?	Per the plan note, crushed concrete shall meet gradation #11.	2012-08-21 09:41:59
August 21 <sup>st</sup> 2012	162	The reference note for item 6, reshaping ditches, says included is cleaning of culverts. I assume the only culverts we need to clean are the ones tabbed with ditch reshaping.	The comment/assumption is essentially correct. Where we are cleaning the ditch at a pipe inlet or outlet (either at a mainline pipe..Tab 104-13, or at an entrance/sideroad pipe...Tab 104-3), we want to be sure the pipe itself is cleaned as well.	2012-08-14 14:04:33
August 21 <sup>st</sup> 2012	162	Tabulation 104-3 lists 90' of 30" RCP at station 459+11. Did I miss something, how is this paid for?	Refer to Addendum 21AUG162.A02.	2012-08-14 14:03:38



August 21 <sup>st</sup> 2012	162	The estimate reference information indicates that any adjustment to the bridge approaches for installation of the permanent crash cushions is incidental to the bridge approach bid item. If a concrete slab is required for the permanent crash cushion, is it paid for as part of the permanent crash cushion or is this incidental to the bridge approaches?	There is to be a permanent crash cushion installed at one corner of a bridge where a bridge approach is also being replaced. There are several approved types of permanent crash cushion that the contractor can select to install. Each type may have its own specifications regarding the type of concrete pad it is to be placed upon. Since a good portion of the crash cushion will be placed on the double reinforced portion of the new bridge approach, the contractor will need to consider the concrete pad requirements of the selected type of crash cushion when constructing the bridge approach. This bid item note was included to make the contractor (and possible subcontractors) aware of the need to coordinate the bridge approach placement with the concrete pad requirements of the selected permanent crash cushion.	2012-08-16 17:28:33
August 21 <sup>st</sup> 2012	203	the plan notes on sheet C.01 reference note 1.B calls for cover Aggt. to be Crushed "Gravel" or screened "Gravel". Beings that plans over rule the Specifications I would assume a limestone Aggregate cannot be used???	Section 4125 calls for "Crushed stone, gravel, or sand". Limestone is not mentioned in section 4125. The plans do rule so provide material as stated in the plans.	2012-07-31 16:32:43
August 21 <sup>st</sup> 2012	204	the plan notes on sheet C.01 reference note 1.B calls for cover Aggt. to be Crushed "Gravel" or screened "Gravel". Beings that plans over rule the Specifications I would assume a limestone Aggregate cannot be used???	Section 4125 calls for "Crushed stone, gravel, or sand". Limestone is not mentioned in section 4125. The plans do rule so provide material as stated in the plans.	2012-07-31 16:32:56
August 21 <sup>st</sup> 2012	205	the plan notes on sheet C.01 reference note 1.B calls for cover Aggt. to be Crushed "Gravel" or screened "Gravel". Beings that plans over rule the Specifications I would assume a limestone Aggregate cannot be used???	Section 4125 calls for "Crushed stone, gravel, or sand". Limestone is not mentioned in section 4125. The plans do rule so provide material as stated in the plans.	2012-07-31 16:33:12
August 21 <sup>st</sup> 2012	304	the plans show an access ramp from the road to the slope. The plans do not show a bench cut in the slope to allow for drill access. Is cutting such a bench permissible Seems to me this notch could weaken the slope.	After reviewing with our consultant, the lack of a bench area was not by omission, but intended. Message below explains the consultant's concerns over stability. We do not recommend benching the face of the slope. Benching will remove more material from the toe and could lower the stability of the fill overlying the shale.	2012-08-14 14:01:55

August 21 <sup>st</sup> 2012	304	Will Gabion Baskets manufactured from welded wire mesh be allowed on this project?	In the specifications Section 2546.02 A.1.a. it states baskets are to be fabricated by twisting or welding a mesh from galvanized steel wire. The material must meet the specifications in the IDOT standard specifications.	2012-08-20 15:00:27
August 21 <sup>st</sup> 2012	305	Item # 0370- Removal of Asbestos- Lump Sum. Can this item be deleted and I.D.O.T. let this item directly to an approved Asbestos Abatement contractor? If that is not possible can a list of approved Asbestos Abatement contractors be provided? What means and methods are required to safely remove the sealant material?	No, at this point the item can not be deleted and let separately. Iowa Workforce Development maintains a list: <a href="http://www2.iwd.state.ia.us/LaborServices/LabrAsbs.nsf">http://www2.iwd.state.ia.us/LaborServices/LabrAsbs.nsf</a> The means and methods will be determined by the asbestos abatement contractor.	2012-08-15 13:57:20
August 21 <sup>st</sup> 2012	305	BID ITEM 50 INDICATES 2272 CY OF TOP SOIL. THE TAB ON SHT Q.1 INDICATES 1161 CY. WHICH IS CORRECT?	See ADDENDUM 21AUG305.A01	2012-08-16 15:52:36
August 21 <sup>st</sup> 2012	306	On project ER-002-6(35)--28-93 there is 5012.13 CY of Compaction with Moisture Control. Where did this number come from? On sheet Q.1 division 1 the fill is 2791CY, and with 30% shrink it is only 3628.3.	Will not be able to respond before the letting.	2012-08-21 09:39:48
August 21 <sup>st</sup> 2012	306	On MB-034-5(504)189--77-90 part of this BO 306 what are the removals?? There is nothing in the notes on your attachment.Thanks	Please refer to page 2 of 3 for removal information.As indicated on the page 1 of the proposal, there are no plan sheets with this project, the information is attached to the end of the proposal, after the "Special Provisions Text" section.	2012-08-21 09:23:00
August 21 <sup>st</sup> 2012	352	The traffic control plan note states that work requiring a lane closure must be performed at night and that traffic control devices must be removed before 6:30AM each working day. Is it the intent to set and remove the TBR and crash cushion daily?	The TBR is needed to close the shoulder not a lane. So the TBR will remain in place until the work on the shoulder is completed.	2012-08-20 15:27:14
August 21 <sup>st</sup> 2012	402	Sheet B.2 states the dimensions of the pavers are 3.94" x 7.87" x 2.76" but then in the finish and color section a 60mm/6cm (2-3/8") is called out. Which is correct?	Refer to Addendum 21AUG402.A02.	2012-08-16 13:47:08
August 21 <sup>st</sup> 2012	402	Are Items in Section #1 of the proposal schedule of prices also included in Bid Total amount or are they to be an add to the Bid Total?	Items in section #1 are to be totaled and then entered on the total bid line.	2012-08-20 15:02:49
August 21 <sup>st</sup> 2012	403	can the trees be cut down	Yes, see the bid item clearing and grubbing.	2012-07-30 13:12:09

August 21 <sup>st</sup> 2012	403	Does the DOT own the lots next to the demo sights 440 and 458? If so can they be used to store equipment and such?	Yes we do own the lots to the south of Parcel 458 and to the east of 440. I do not believe that there would be a problem with the demo contractor storing equipment there while they are working on the demo.	2012-08-16 15:50:24
August 21 <sup>st</sup> 2012	501	Can the trees be chipped and chips left on-site if spread out properly?	No. This provision, previously allowed has been removed due to the possibility of tree seeds/mulberry fruit or other sprouting in the mulch. This may have been the cause of considerable brush emerging in the mulch on previous projects.	2012-07-24 15:07:04
August 21 <sup>st</sup> 2012	502	Do you have a list of suppliers for the trees?	No.	2012-08-17 11:28:12
August 21 <sup>st</sup> 2012	502	What is the timeline for planting the trees? The spec requires a specific growing method. Are we allowed the time to grow the trees in this method or are there existing vendors to meet this requirement?	Fall planting dates per spec. (2610.03, Part E.) are October 1 through November 30. Spring planting dates are between March 1 and May 15. There are existing vendors that meet our requirement.	2012-08-15 13:57:52
August 21 <sup>st</sup> 2012	502	I have located a grower in zone 5 who has the material available next spring. Spec states same zone. Is this acceptable? They are from Northeast Missouri.	NE Missouri is fine. The contract period specifies a late-2012 planting so that would not be acceptable.	2012-08-16 17:19:52
August 21 <sup>st</sup> 2012	502	What is GPS coordinates for project or legal description? What type of vegetation is to be planted or maintained in the tree planting area?	The project is located at the following coordinates: Latitude 41.596274 degrees, Longitude -96.043250 degrees. Wetland grass have been well established at the tree planting area. No additional grass seeding will be needed.	2012-08-20 15:29:14
August 21 <sup>st</sup> 2012	502	Unable to locate Populus occidentalis in the specified growing method. Is Populus deltoides acceptable substitute? Or is a container grown occidentalis acceptable?	Populus deltoides is acceptable.	2012-08-20 15:29:54
August 21 <sup>st</sup> 2012	503	Item #3 class 10 unsuitable is to be furnished by contractor, yet it shows 18" of over-excavation in the pond. Can you clarify the intent of this item?	The intent is to make the new pond a more suitable turtle habitat by placing 18" of peat or muck material (unsuitable class 10) below the finished grade at the bottom. This type of material is not available on site, that is why this item is contractor furnish borrow.	2012-08-03 11:07:49
August 21 <sup>st</sup> 2012	503	Item 3--Is compost with a plastic index over 34 suitable replacement for muck/peat?	Compost will float and therefore will not work for this application.	2012-08-20 15:03:57
August 21 <sup>st</sup> 2012	504	When attempting to submit the bid I received errors when filling out both AA alternate options. Are we supposed to only fill out one alternate?	Yes, only one alternate should be chosen.	2012-08-21 09:17:45

August 21 <sup>st</sup> 2012	601	There is a bid item for blast cleaning of structural steel, and the proposal attachment states that "handrail shall be cleaned to SSPC SP-2, hand tool cleaning". Is the handrail to be hand tool cleaned, blasted, or both?	Just cleaned to SSPC SP-2, hand tool cleaning.	2012-08-16 15:53:18
August 21 <sup>st</sup> 2012	601	Bid Item 002 is for Blast Cleaning of Structural Steel. The project specification calls out SSPC SP-2, hand tool cleaning only. Please clarify.	Just cleaned to SSPC SP-2, hand tool cleaning.	2012-08-16 15:53:56
August 21 <sup>st</sup> 2012	601	Does the Bridge get blasted and painted, or is the contract for only hand tool cleaning and coating the handrail?	Just cleaned to SSPC SP-2, hand tool cleaning.	2012-08-17 11:15:16
August 21 <sup>st</sup> 2012	601	Just to be clear. The only work on this job is to SP-2 clean the handrail an estimated 601 sqft. No other steel on the bridge get coated (beams, etc)?	That is Correct.	2012-08-17 14:09:39
July 17 <sup>th</sup> 2012	001	The proposal for this project indicates this is a 130'slab brige. The standards referenced on the plan are for a 120' slab bridge. The situation plan sheet D.01 shows a 108' slab bridge. Please clarify what size bridge we are bidding.	See ADDENDUM 17JUL001.A01	2012-07-16 09:43:23
July 17 <sup>th</sup> 2012	001	The bridge plans indicate this is a 130' x 30' Slab Bridge. The bridge standard plans indicated (specifically J30-12E-06 and J30-13E-06) both are plan sheets for a 120' bridge. Please clarify if this is a 130' or 120' bridge.	See ADDENDUM 17JUL001.A01	2012-07-16 09:30:18
July 17 <sup>th</sup> 2012	007	Will you consider allowing a Class HPC-O mix as an alternative to Class O? Class HPC-O is available in the area. Allowing this as an alternative prior to the bid would allow contractors without the capability of providing Class O mix to bid the project.	Refer to ADDENDUM 17JUL007.A01.	2012-07-16 09:59:28
July 17 <sup>th</sup> 2012	007	The bid documents include Class O PCC for the bridge deck overlays. Would HPC-O PCC be acceptable for use on this project for the bridge deck overlays?	Refer to ADDENDUM 17JUL007.A01.	2012-07-16 09:59:51
July 17 <sup>th</sup> 2012	008	The plans indicate 273.8 sy of approach pavement. Should there be a bid item for pavement removal? What is the existing pavement?	Refer to Addendum 17JUL008.A01.	2012-07-16 09:50:35
July 17 <sup>th</sup> 2012	012	Would a pre-cast box culvert be considered or acceptable for this project?	No.	2012-07-06 15:17:32

July 17 <sup>th</sup> 2012	012	I'm not seeing a breakdown of construction joints for this structure. Will we be able to build this with one joint in the center?	Refer to culvert standard TWRCB 12-10-87 July 1987, revised December 5, 1996 for joint information and typical lengths.	2012-07-11 17:20:18
July 17 <sup>th</sup> 2012	013	Would a pre-cast box culvert be considered or acceptable for this project?	No.	2012-07-06 15:17:48
July 17 <sup>th</sup> 2012	013	I'm not seeing a breakdown of the construction joints on these structures. Will we be able to build these with one joint in the center?	Refer to culvert standard RCB 12-1-87 May 1987, revised August 1, 1989 for joint information and typical lengths.	2012-07-11 17:21:22
July 17 <sup>th</sup> 2012	014	No work is allowed between November 15, 2012 and April 1, 2013 but selective clearing is required to be performed after September 15, 2012 and prior to April 15, 2013. Will working days be charged during clearing operations performed between September 15, 2012 and April 15, 2013?	Yes.	2012-07-10 09:37:13
July 17 <sup>th</sup> 2012	015	More than likely, the overhead bridge work will be completed under a TC-215 (Signal Set-up). Shouldn't these be added since they are not part of the proposal? Please review	TC-215 is on the Traffic Control Plan for each project.	2012-07-11 16:12:08
July 17 <sup>th</sup> 2012	015	Towards the end of the general notes on sheet 3 there is reference to contacting the Office of the state Archaeologist and the state Historic Preservation Office. Will that be required?	It states in the plans that it's recommended.	2012-07-16 09:45:04
July 17 <sup>th</sup> 2012	015	Since the TC-215 is listed in the plans shouldn't temporary traffic signals be added as a bid item?	See addendum 17jul015.a02	2012-07-16 09:44:29

July 17 <sup>th</sup> 2012	104	With regard to the architecturally finished concrete, there are pre-approved contractors listed. since mock-ups are required prior to start of actual work, is the pre-approval necessary? This type of work is not uncommon considering the use of colored/stamped concrete today. it seems with the thorough nature of the technical spec that pre-approvals are not necessary. Please clarify whether the pre-approval process can be omitted. If not, please clarify in detail the process one must follow to become pre-approved, what information is needed, and how one must submit this information.	Our requirements for prequalification include the following: A minimum of three (3) example projects, each with a minimum of 500 s.f. of architecturally finished concrete, all involving integrally colored concrete, pattern stamping, antiquing, and slip resistant sealer. At least two (2) projects shall have been completed within the last five (5) years, and at least one (1) project must be more than ten (10) years old. Example projects shall be exterior exposure intended for pedestrian or vehicular traffic located either in the public right-of-way or associated with a private facility with a public occupancy. Contact information for Owner references on all example projects shall be provided. Applicant shall identify the supervisory field personnel associated with the example projects, provide contact information, and certify that they remain on said applicant's payroll. These would be submitted to IIW and we will review and verify the qualifications and provide acceptance or rejection of the qualifications within five business days.	2012-06-26 12:41:30
July 17 <sup>th</sup> 2012	105	Please advise required finish for the traffic signal poles. Thanks.	Poles shall be galvanized as per Standard Specification Section 2525.	2012-07-11 16:15:34
July 17 <sup>th</sup> 2012	105	Relative to pavement removal--are the existing ramps 10" thick with 2" acc overlay, like I-80---also do you know what Dubuque Street existing paving is comprised of? Thanks	Please refer to ADDENDUM.17JUL105.A03	2012-07-16 10:20:23
July 17 <sup>th</sup> 2012	105	Please review jointing and paving widths for section F-F on sheet B.3 and compare to sheet L.7. Thanks.	Please refer to ADDENDUM.17JUL105.A04	2012-07-16 10:18:49
July 17 <sup>th</sup> 2012	105	Sheet M.1 under the intake chart, refer to note(4) where it mentions P-101 and intake 98, what sheet can I find these on?	Please refer to ADDENDUM.17JUL105.A05	2012-07-16 14:55:37
July 17 <sup>th</sup> 2012	105	Does the temporary traffic signals require detection?	under review	2012-07-16 08:49:21
July 17 <sup>th</sup> 2012	105	Regarding traffic signal poles: Plan Sheet C.1 states Dual Signal Mastarm - 45 ft and 30 ft. However, the proposed signal layout on Plan Sheet N.1 shows 50 ft and 30 ft. Which is correct? Thanks.	under review	2012-07-16 08:49:37



July 17 <sup>th</sup> 2012	105	What width is the Continuous Trench Drain casting shown on sheet M.10?	Apparently The width is not shown in the plans so the contractor should bid the least expensive alternative which would appear to be a 6" wide unit. If a larger unit is needed it will be added by extra work / change order.	2012-07-13 18:06:23
July 17 <sup>th</sup> 2012	108	there are no pavement options shown for the (133) portion of this project. can you please specify pavement types and thicknesses.	Pavement options are shown on Standard Road Plan PV-503, which is listed in the Standard Road Plans tabulation on Plan Sheet C.3. PV-503 states "Detour Pavement" options: 9" PCC or 12" HMA.	2012-06-28 14:20:27
July 17 <sup>th</sup> 2012	151	With the large amount of sawing required to accomplish the removal of pavement item, will we be able to saw as much as necessary ahead to keep our removal, subdrain and shoulder patch items on schedule?	More than likely yes, but due to various saws the contractor might have this cannot be answered now and needs to be addressed post letting with the Resident Construction Engineer.	2012-07-11 16:14:12
July 17 <sup>th</sup> 2012	151	is the existing pcc shoulder doweled to the mainline pavement? will there be steel encountered in the pavement removal operation?	Yes.	2012-07-16 10:03:15
July 17 <sup>th</sup> 2012	152	The traffic control plan indicates that lane closures between 6:00am to 7:00pm will not be allowed for during the weekdays. And there are restrictions similar to that on the weekends. We assume shoulder closures are allowed during the daylight hours because of the movable temporary traffic barrier that is required. There is a significant amount of shoulder paving / patching, guardrail, etc.. that will require shoulder closures as well. Are shoulder closures allowed on this project ?	under review	2012-07-16 08:50:22
July 17 <sup>th</sup> 2012	153	Since this job has Pre-determined wages and part of this job is in Zone 3 and part is in Zone 4 is the whole job suppose to be figured using Zone 3 wages? This was the case a couple of years ago on the Fort Madison Bypass work.	We will not be changing the project to just one zone. Per the pre-determined wage note on the proposal, Note: The Contractor shall review the contract documents and is responsible for identifying which zone(s), as defined in the Predetermined Wage Rate specification, apply to the work on the contract.	2012-07-12 10:55:56

July 17 <sup>th</sup> 2012	153	How come there is no bid item for "Grading and Shaping Shoulders" like there was on the section bid in January, 2012 just East of this job in Scott County?	For this project (bid order #153) placement, compaction and shaping of the shoulder material adjacent to the new HMA paved shoulder is part of the bid item, "Granular Shoulders, Type B" as specified under Section 2121 - Granular Shoulders. Also on this project the Class 13 Excavation for widening, which is the trench material that is removed prior to the placement of the HMA paved shoulder becomes the contractor's property, as noted under the bid item reference information for bid item no. 5, "Excavation, Class 13, for Widening". The bid item reference note states: "Waste material is to become the property of the contractor". The difference between this project and the adjacent Scott County project is that the Class 13 Excavation for Widening in Scott County was expected to be reused and therefore re-handled, rather than hauled away. The Scott County project's estimate reference information for Excavation, Class 13, for widening states: "Excavated material from the widening trench shall be used to restore granular shoulder to design cross section. Refer to typ. 7110 on sheet B.2." For the Scott County project, the "blading and shaping shoulder material" bid item addressed placement of this excavated trench material. The Class 13 trench material typically might be windrowed prior to HMA placement and then re-handled to reestablish the shoulder cross-section. The disposition of the "Class 13 excavation trench material" may vary between projects, as is the case here and is dependent upon the age and reusability of the existing in-place shoulder aggregate and other design considerations.	2012-07-12 16:45:40
July 17 <sup>th</sup> 2012	153	In the past when a project covers more than one wage determination zone the "high bank" zone apply's. Is this the way this project should be bid. The DOL only allows for the payment of separate rates if the work can be separated and documented for each zone which is not realistic for this project when there will be multiple crews spanning the length of the project working in and out of the two zones.	We will not be changing the project to just one zone. Per the pre-determined wage note on the proposal, Note: The Contractor shall review the contract documents and is responsible for identifying which zone(s), as defined in the Predetermined Wage Rate specification, apply to the work on the contract.	2012-07-16 09:41:19
July 17 <sup>th</sup> 2012	154	Please verify that the quantities for Item#4 Paved Shldr and Item#12 Base Widening are correct.	Please refer to ADDENDUM.17JUL154.A02	2012-07-12 15:27:58

July 17 <sup>th</sup> 2012	154	can you explain how you come up with your class 13 quantity in the addendum? and if you can... how can the mix quantity remain the same?	Please refer to ADDENDUM.17JUL154.A02	2012-07-12 15:27:23
July 17 <sup>th</sup> 2012	154	Does the changed Item #4 Paved Shldr of 25,368.6 SY include the paved shldr at the bridge locations? tab 112-9 on sheet C.15	under review	2012-07-16 08:52:46
July 17 <sup>th</sup> 2012	155	Bid Item 0560 has 2,160 LF of Silt Fence for Ditch Checks. The tab 100-18 on C.6 adds up to 1,260 LF. Please verify correct LF.	Bid tab appears to be incorrect, bid the proposal quantity.	2012-07-11 14:49:48
July 17 <sup>th</sup> 2012	155	Plan Sheet C.7 "Foreslope Flattening and Drainage Structures by Road Contractor" Under the " Removal and Reinstallation of Culvert Aprons and Pipe Tabulation" Shouldn't there be removals for the exsisting concrete aprons? Thanks	Field review found no aprons on existing pipe, if some are encountered extra work order would be addressed.	2012-07-16 10:27:04
July 17 <sup>th</sup> 2012	155	Re tabulation 107-23 sheet C.9 grading for guardrail: is the 840 cy listed to be considered fill/embankment in place?	No, it is excavation class 10, roadway and borrow.	2012-07-16 16:23:30
July 17 <sup>th</sup> 2012	201	Are pavement markings incidental with this project and included in traffic control item, or is pavement marking not included altogether with this project?	County will be doing the painting.	2012-07-16 09:36:38
July 17 <sup>th</sup> 2012	304	Is the work performed to launch the drains and etc to be considered incidental and not count against the prime contractors 30% of accomplishment	Please refer to proposal note 660.28	2012-07-16 10:03:58
July 17 <sup>th</sup> 2012	304	is the firm that installs the launched soil nails and drain to be considered a specialty contractor?	Yes.	2012-07-16 09:37:32
July 17 <sup>th</sup> 2012	305	Bid item 4 Topsoil Strip and pile. Notes on pg. C.4 and R.1 say topsoil needs to be replaced, which is correct? Thanks.	under review	2012-07-10 09:40:54
July 17 <sup>th</sup> 2012	305	Section 090218.09.B.3 of the Special Provisions for Work On Railroad Right-of-Way included in this project indicate that the subcontractors will be required to supply their own Railroad Protective Insurance Policy. Most policy applications deal with work within 50' of the railroad right-of-way. Please confirm that separate policies will be required for those contractors (and only those contractors) that will be performing work within 50' of the railroad right-of-way.	under review	2012-07-11 16:08:29

July 17 <sup>th</sup> 2012	305	In double checking the T-sheets I feel that Class 10 Roadway Borrow item should be increased to 243,130 cy. It would appear that the fill + shrink calculation is missing at station 2380+74 (7,619 cy) and at station 4374+00 (1,122 cy). Also I think the notes on the K sheets should reflect total fill + shrink being 108,586 cy for ramp B and 112,495 cy for ramp D with adjustment being made to the proposed borrow quantities accordingly.	under review	2012-07-16 08:52:25
July 17 <sup>th</sup> 2012	503	item 5 construction survey; Is the contractor provided with the original tin? Is the engineer providing the GPS data file or does this bid item include developing that data for the contractor?	A GPS data file will be made available at the contractor's request. This includes: Original tin file and proposed tin file in ASCII, TTM, LandXML format, 3D Break Line file in DGN, DWG, DXF format, Design file in DGN, DWG, DXF format. No additional files or formats will be provided.	2012-07-12 11:58:01
July 17 <sup>th</sup> 2012	503	Does the waste from the clearing and grubbing have to be hauled off of the project or is there a location on the project to deposit it? Where/how is the 11,885 M3 of Class 10 waste to be gotten rid of? Does it have to be removed from the project? Why is there a bid item for Traffic Control? The existing ditch to be filled on sheet D.1 has already been filled by a contractor currently working on the site, how should we bid this work?	Clearing And Grubbing shall be handled as described in Section 2101 of Standard Specifications. For Channel Excavation Waste please refer to ADDENDUM.17JUL503.A02. The bid item for Traffic Control is for use with Standard Road Plans TC-1 and TC-273. Please bid the ditch work as shown in the project plans.	2012-07-16 10:45:32
June 19 <sup>th</sup> 2012	002	page J.6--notes west embankment is to be accessed utilizing the prairie valley lakes trail. Will the damage that occurs to this trail be paid for as removal and replacement?? it does not appear that it will be paid. Could you consider adding it as it will become incidental to some item in the bid. the existing trail will not support construction equipment, concrete trucks and etc. Thank you for your consideration of these comments.	This trail will no longer be open. A 200' piece of the trail is being removed as shown on Sheet D.02. It is anticipated that the trail will get damaged during construct and replacement will not be required.	2012-06-01 09:39:33
June 19 <sup>th</sup> 2012	002	SP-097046.02 A.4.c "Formwork" calls for formwork to be removed after deck pour. Typically these prefabricated bridges are supplied with a stay in place metal decking form pan. Will the stay in place metal pan be allowed?	The formwork needs to be removed so proper inspections of the deck can be made from the underside of the bridge. The stay in place metal pan will not be allowed.	2012-06-07 17:02:36

June 19 <sup>th</sup> 2012	002	Does bonded PCC overlay inside of the precast box culvert need to have saw joint at each precast joint?	Jointing for bonded overlay is as specified in Standard Specification 2310.03 Section 'C' Sub-section '2.c'. Saw joints in the resurfacing directly over existing transverse joints. Saw transverse joints to the full depth of the new resurfacing concrete.	2012-06-08 15:48:54
June 19 <sup>th</sup> 2012	002	Since removable forms/falsework is required for forming the bridge deck, there will be a need for traffic control provisions for removing falsework over HWY 58. Please add temporary lane closure provisions to the contract for removal of forms.	Traffic Control details for closure of inside and outside lanes, TC-419 are included in the price bid for traffic control.	2012-06-08 15:48:03
June 19 <sup>th</sup> 2012	002	For the Bid item Struct. Steel Pedest. Hand Railing (Special). Does the Chain Link Fence Fabric get Painted also or is it just galvanized only?	The fence fabric is galvanized and is not painted.	2012-06-12 09:40:02
June 19 <sup>th</sup> 2012	002	Specification Section 2310 includes furnishing, placing, and preparing the surface for bonded overlays. The proposal seems to have omitted a bid item for the surface preparation of this overlay to be placed inside the precast RCB. The installation notes on Plan Sheet V.09 say the floor of the precast concrete culvert sections are to be blast cleaned as necessary . . . Should 181 SY of surface preparation be added as a bid item for this blast cleaning?	Refer to Addendum 19JUN002.A02.	2012-06-15 11:54:52
June 19 <sup>th</sup> 2012	002	Could more information be provided for the limestone columns and archways detailed as Type 1, on Plan Sheet U.01? Are the columns and archways free-standing or can they be tied back into the MSE Walls for vertical support? Thank you.	Refer to Addendum 19JUN002.A03.	2012-06-15 11:56:57
June 19 <sup>th</sup> 2012	002	All the storm sewer is listed as trenchless, is this correct? Thanks	Yes. Revised to the following. Refer to Addendum 19JUN002.A02.	2012-06-15 11:50:16
June 19 <sup>th</sup> 2012	002	Was it the States intention for bid items 50-55, 15-inch through 42-inch RCP storm sewer, to be installed with trenchless methods?	Refer to Addendum 19JUN002.A02.	2012-06-15 11:55:57
June 19 <sup>th</sup> 2012	002	On sheets V.04, V.10, V.22, the picket railing shows picket spacing of 6", creating an opening between pickets of 5". On this project, can the spacing exceed the 4" maximum opening?	AASHTO allows no passage of a 6 inch sphere in the lower 27 inches of a railing, so 5 inches clear between railing elements satisfies Iowa DOT requirements on State projects.	2012-06-15 17:10:32
June 19 <sup>th</sup> 2012	002	What type of SW-603 casting should go on the SW-402 manholes? Should it be some type of SW-604?	Bid the project as shown in the contract documents. Any necessary changes can be made after award of the contract.	2012-06-18 11:58:27

June 19 <sup>th</sup> 2012	004	you only have 12 brace section on the feild fence that appears way to short. i came up with 28	If there is a discrepancy, you will be paid for the number of field fence braces you install	2012-06-18 12:52:16
June 19 <sup>th</sup> 2012	101	I do not see any warning panels from sidewalk to street in photo 28 at Hwy 146 Church St in Gilman, isn't that a requirement?	No warning panels are tabulated on tabulation 113-1 on plan sheet C.4 so they are not needed. If required they will be added by Extra Work Order.	2012-06-15 17:26:55
June 19 <sup>th</sup> 2012	101	Plans have listed TC - 212 which includes / requires a flagger. There is not a line item for flaggers. Will this be added as extra work when flaggers are in place?	If needed, flaggers will be added by an extra work order.	2012-06-19 08:53:10
June 19 <sup>th</sup> 2012	104	Since the late start date of April 1, 2013 has been used, as a underground contractor, PVC pipe, valves, hydrants and fittings prices are variable and cannot be gaurateed until that date. Will the City/ State pay for materials stored on site and delivered soon after the letting to hold the prices.	Refer to Article 1109.05 A. 2. And Section 1106 of the Standard Specification for payment on stored materials.	2012-06-15 14:35:02
June 19 <sup>th</sup> 2012	104	Iem 90 Surface Preparation. Can we assume this is similiar to Clean and Prep from IA Specifications?	No these items are not similar. Refer to the Standard Specification Section 2310 for item description, materials, construction, method of measurement and basis of payment.	2012-06-18 09:39:21
June 19 <sup>th</sup> 2012	104	Material Payment	Yes, payment will be made for materials.	2012-06-18 09:39:52
June 19 <sup>th</sup> 2012	105	Is there information available on the reinforcing steel used in the existing pavement,, which is to removed and crushed?	Please refer to addendum 19jun105.a01	2012-06-19 08:59:05
June 19 <sup>th</sup> 2012	105	Does Section 2115.04 apply to the Modified Subbase item? Or, can the existing pavement be crushed and immediatley respread on the exposed earth subgrade without the 6" diskng, recompaction, re-grading, and proof rolling?	Yes, section 2115 applies as it is stated in the Standard Specifications. The subgrade will need to be prepared in the method described in the section 2115.03 subsections A and B of the Standard Specifications as it applies to Secondary Roads.	2012-06-15 09:38:58



June 19 <sup>th</sup> 2012	106	Please review the mainline pavement widths detailed for the exit/entrance ramp area for this project. These locations are detailed on plan sheets B.2, B.3, and B.4. The cost of paving 26 feet wide and then stopping and pouring 24 feet wide through these areas will be prohibitive. These costs will include the delay caused by stopping and starting, two different paving machine setups, and the impact on pavement smoothness. The current PV designs indicate that these lanes should carry through the exit/entrance locations. In addition, it appears that carrying the 26 foot width would not impact the intended joint pattern.	Refer to Addendum 19JUN106.A02.	2012-06-07 17:03:48
June 19 <sup>th</sup> 2012	106	Sheet C.11 Under "Notes for Tabulation 104-3 Drainage Structure by Contractor" Item D Remove and reinstall one existing 6' section of pipe. On the bid form item #270 RMV+Reinstall Rigid Pipe CULV LE 36" the quantity is 12 LF. There are (4) 24" pipe and (1) 36" pipe in the tabulation. Please review quantity.I believe item 270 and 280 are reversed.	Refer to Addendum 19JUN106.A04.	2012-06-15 12:03:06
June 19 <sup>th</sup> 2012	107	The typical in the widening section indicates an L-1 joint above the edge of the existing pavement. Can the bar for this joint be attached to the HMA/existing pavement? A bar inserter can't insert a bar that close to the edge of the pavement. Thanks	Yes.	2012-06-15 09:23:58
June 19 <sup>th</sup> 2012	108	Contract line number 140 is "paved shoulder-hot mix asphalt mixture,6 in"--the item number is 2122 which allows either asphalt or concrete---can we use either material ?	Standard Specification 2122.01,B, "The type of shoulder material may be specified, or it may be an alternate on the proposal, and only one type will be bid and awarded."In this case 6" HMA shoulder was specified and shall be bid accordingly. Typical sections on plan sheet B.1 define when there is an alternate as does Proposal Schedule of Prices pages 9 10.	2012-05-18 11:57:12

June 19 <sup>th</sup> 2012	108	This project has a special provision SP-090189. It relates to EEO/AA requirements. It contains several "new or unique" requirements as far as paperwork flow from subcontractor to general and from general to an organization called OFCCP in Omaha. Are there any acceptable templates available that characterize the data that is required to be submitted, and if so can we get copies ? Has this been used before ? If so we would like to have some info to contact the other contractors who have had this requirement, to ascertain added costs, and how much effort was involved in achieving compliance, especially with paragraph H. Thanks.	Your request to see if there are acceptable templates available that characterize the data that is required to be submitted to OFCCP has been routed to our Civil Rights Unit. We will let you know when/if we received a response. UPDATE: We have not received a response from the OFCCP.	2012-06-18 09:43:19
June 19 <sup>th</sup> 2012	108	A question was asked about contract item 140--paved shldr-hma-6 inch--it was answered that it would not be an alternate. This doesn't seem consistent with what appears to me to be an identical situation from bid order 116 in the March 2012 letting-a question was asked, and an alternate was added. Please clarify. Thanks.	Bid Order 116 -- The referenced typical was 7156 which states at the top "6" HMA Paved Shoulder at guardrail. 7" PCC may be substituted with the following jointing layout:"Bid Order 108 -- The referenced typical is plan sheets B.01-B.02 which shows a 6" HMA Paved Shoulder on some of the drawings. The other drawings shown on B.01-B.02 indicate when an alternate is available.	2012-06-12 09:11:13
June 19 <sup>th</sup> 2012	108	1. On plan sheet H.6, ROW are 10; is this property owned by Iowa and is can this area be used for a staging are or batch site? 2. Are any of the paving removal areas overlaid and if so is the a breakout of these areas?	This parcel is being used as a borrow site, the contractor could potentially use what area is left for this purpose. Tabulation 102-5 has been corrected, please refer to ADDENDUM.19JUN108.A01.	2012-06-15 09:15:54
June 19 <sup>th</sup> 2012	108	Should there be an item for 15" metal entrance pipe to go along with the slotted drain for the crossover? Thanks	Please refer to ADDENDUM.19JUN108.A01.	2012-06-15 09:15:22
June 19 <sup>th</sup> 2012	108	There have been two questions submitted regarding an alternate for the mainline paved shoulders. The second question referred to an identical situation in the March letting. The answer to that question indicated that the March question was in reference to the typical 7156. It wasn't. It was in regard to the mainline shoulders. I asked the question. An addendum was issued. An alternate was allowed, and the project was awardwd with PCC shoulders. Could this be looked at one last time. Thanks.	No change will be made to this project.	2012-06-14 15:48:36

June 19 <sup>th</sup> 2012	108	The pavmt. tab on C.9 indicates a quantity for the Ramp B Taper of 4,312 sy. The modified standard on U.1 indicates a quantity of 1,614 sy. This would affect the granular subbase quantity as well. Could this be reviewed? Thanks	Please refer to ADDENDUM.19JUN108.A01.	2012-06-15 09:02:21
June 19 <sup>th</sup> 2012	108	Regarding DS-09063 Non-Destructive Thickness Determination: Is it the intent the Contractor will perform this work? It is our understanding that the required equipment for this testing is from a single source supplier and is in excess of \$20,000.00.	DOT will perform the thickness evaluation	2012-06-18 14:13:14
June 19 <sup>th</sup> 2012	108	On plan sheet (C.13) 112-8: there seems to not be a bid item for the 220LF of 15" CMP Entrance Culvert Pipe. Which Bid Item would you like this to be put in?	Please refer to ADDENDUM.19JUN108.A01.	2012-06-18 14:16:13
June 19 <sup>th</sup> 2012	108	Specifications for Detour Pavement clearly show types of material if Detour Pavement or Median Crossover, depths are only shown for Median Crossovers. Will all item 210 (Detour Pavement) be as Median Crossover depths or will desired depths change for remainder of detour pavement. Please clarify.	Refer to Typical "DETOUR" on sheet B.6	2012-06-18 14:14:11
June 19 <sup>th</sup> 2012	108	Is all of the Detour Paving 9" PCC or 12" HMA? We have only found it called out on the 60' Median Crossover at station 502+75. Just need to confirm.	Refer to Typical "DETOUR" on sheet B.6	2012-06-18 14:12:06
June 19 <sup>th</sup> 2012	108	On tab 100-24 on sheet C.9 Addendum 1, The "US 34 WB Crossover Stg 1B" quantity at Sta. 5447+78 to 5457+15.2 was decreased on Addendum number 1. There doesn't appear to be enough SY to match what is shown sheet F.01.	Please refer to ADDENDUM.19JUN108.A02.	2012-06-18 14:00:12
June 19 <sup>th</sup> 2012	108	When will the "stringless" design file be posted?	Those files are available on BidX.	2012-06-18 14:21:57
June 19 <sup>th</sup> 2012	112	Could an AutoCAD file be release for the earthwork on Veteran's Memorial Parkway?	Because of time constraints the CAD files will not be available before the letting. These files will be made available after the letting however.	2012-06-13 11:19:47
June 19 <sup>th</sup> 2012	112	For bid item #12 Calcium Chloride Applied, can liquid calcium chloride be used in leui of flakes?	Liquid Calcium Chloride would be an acceptable alternative to the flakes.	2012-06-15 09:33:22

June 19 <sup>th</sup> 2012	112	Item Code 2431 I do not see specification section for the modular block walls to show material requirements. Will it be IA dot spec? Please clarify.	We intend to utilize IADOT Specifications found in Section 2431 for this item.	2012-06-15 09:31:53
June 19 <sup>th</sup> 2012	112	Can Cast in place Concrete box culvert and concrete box culvert end sections be used instead of Precast box culverts and end sections?	No - Bid items per design.	2012-06-15 09:22:55
June 19 <sup>th</sup> 2012	112	For bid items 41 42 could DIP be used in lieu of VCP for the sanitary sewer.	Bid the VCP as shown. No change prior to letting.	2012-06-18 14:45:11
June 19 <sup>th</sup> 2012	112	Item 16. Granular Backfill makes no mention to the TONS associated with Item 23. Segmental Retaining Wall; Per 2431 the Granular Backfill required for the wall will be paid on a per TON basis. Will these TONS be added later or are they in the current total and not mentioned?	The quantity includes the segmental retaining wall backfill.	2012-06-18 17:27:03
June 19 <sup>th</sup> 2012	152	Does the underground contractor have to always maintain 2 lanes of traffic even when digging sanitary sewer services, sanitary sewer manholes, and storm sewer lines?	The intent of the plans is to provide one lane of traffic in each direction. The Contractor will need to stage construction to provide this condition. The plans do include traffic control options (flaggers) that could be used in the event that short term construction would allow only one lane of traffic.	2012-06-14 16:45:32
June 19 <sup>th</sup> 2012	152	What are the bottom elevations of sanitary manhole # 9-4, 3-27A, 3-26, and 4-51?	See addendum 19jun152.a02	2012-06-19 09:02:43
June 19 <sup>th</sup> 2012	152	Does Class 13 Excavation include rock that would have to be hammered for services or manholes? If no, how would that be paid?	Refer to Section 2552 of the Standard Specifications for trench construction. Rock excavation is not anticipated and no quantity is included in the plans. If rock is encountered that cannot be handled in a manner normal to trench construction, the rock will be paid as extra work.	2012-06-14 16:39:55
June 19 <sup>th</sup> 2012	152	Does Contractor get paid for Fixture Adjustments?	Fixture adjustments are shown on Tabulation 104-10 on Sheet C.5. There are 13 Minor Adjustments shown in the tabulation and included in the Estimated Roadway Quantities on Sheet C.1. The remaining fixtures shown in the tabulation are incidental according to 2554.05.B.9.	2012-06-14 16:40:42
June 19 <sup>th</sup> 2012	152	Does City of Mason City Spec's govern for sanitary services and sanitary manholes?	Sanitary sewer construction is covered by the Standard Specifications or as shown in the plans. City of Mason City specifications do not govern.	2012-06-14 16:42:15

June 19 <sup>th</sup> 2012	152	What significance does the tabulation of special events have? Do we have to do special traffic control?	Tabulation of Special Events is for information only to provide the Contractor activities in the area that may affect the project work or schedule. No additional traffic control requirements for these dates are included in the plans.	2012-06-14 16:42:57
June 19 <sup>th</sup> 2012	152	On item 30 2.5' PCC Curb and Gutter what is the thickness of gutter? Details do not show a thickness and there is no mention any where in plans what the existing pavement consists of or how thick it is.	See addendum 19jun152.a02	2012-06-19 09:03:24
June 19 <sup>th</sup> 2012	152	On Item 70 Pavement Scarification in the estimate reference information Note it states that quantity includes Longitudinal joint repair as noted on Sheet D.9 D.10. There is no detail showing how deep we are to mill or how wide. There is also no mention of what is going back in this area that gets milled out. It appears that this type of work should be set up under a different item called HMA Partial Depth Patch Repair. if that was the case the price to mill out this narrow strip of concrete would be included in that price. Please review intentions and set up as separate bid item.	The intent is to level the pavement across a joint where there is some settlement prior to overlay.	2012-06-15 12:04:59
June 19 <sup>th</sup> 2012	153	Is Sanitary Sewer Pipe incidental to the sanitary sewer manhole replacement?	The intent of the project is to make any pipe work within 5' outside of the manhole to be incidental to the manhole bid items.	2012-06-15 11:37:48
June 19 <sup>th</sup> 2012	153	Is the storm sewer pipe incidental to the intakes?	Similar to the last question our intent is to make any pipe work within 5' outside of the intakes be incidental to the intake bid items. The contractor may use means and methods that would allow him to reuse all pipe that is in good condition.	2012-06-15 11:38:57
June 19 <sup>th</sup> 2012	153	Is there base rock under the pcc patches? If yes, is it incidental?	We did not intend to use any subbase rock for the patches. DOT specification for restoration of the subgrade or subbase.	2012-06-15 11:39:43
June 19 <sup>th</sup> 2012	153	If there is not 6" of Black Dirt to salvage, stockpile and reuse, how does contractor get paid?	The intent is to strip, stockpile and salvage the existing topsoil and reuse it. If we find that the material is actually not suitable for use as topsoil we will address that with a contract modification at the time of construction.	2012-06-15 11:40:35

June 19 <sup>th</sup> 2012	153	What kind of finish does the pcc patches have?	We have two kinds of PCC Patches on this project. The full depth finish patches shall receive a finish as specified in The DOT spec. The full depth repair patches shall receive at a minimum a wood float finish. We do not intend to have the heavy rake finish, as Mason City has used in the past, for these patches.	2012-06-15 11:41:29
June 19 <sup>th</sup> 2012	153	Does the City of Mason City sanitary sewer, storm sewer and water specs govern?	The specifications as included in the project documents govern.	2012-06-15 11:42:25
June 19 <sup>th</sup> 2012	153	Is the intent to use granular backfill in all excavations?	Per the project documents, the intent is to utilize granular backfill for all utility excavations adjacent to or under existing roadway pavement and also for backfill on the water manhole modifications.	2012-06-15 11:43:53
June 19 <sup>th</sup> 2012	153	Bid Item 19 Removal of Pavements is detailed on C.04 YCA 110-1 and Note C says remove and replace curb gutter detailed on C.06 YCA 110-4. There seems to be some overlap. Where will removal of curb gutter be paid?	There is no bid item for removal of curb in the plans. This will be added by an extra work order.	2012-06-19 09:40:24
June 19 <sup>th</sup> 2012	154	Is there a depth for the subdrain on Gunder Road?	The depth of all longitudinal subdrain pipe on this project shall be 2.0' as measured per Standard Road Plan RF-19C Installation Type 9.	2012-06-06 12:10:17
June 19 <sup>th</sup> 2012	156	Is there a bid item for paved shoulder at guardrail?	No, if needed it will be added by an extra work order.	2012-06-19 09:11:47
June 19 <sup>th</sup> 2012	157	There is no by count bid item for the full-depth repair patches. Please review.	SEE ADDENDUM 19JUN157.A01	2012-06-12 09:16:29
June 19 <sup>th</sup> 2012	157	There are bid items missing for FD Repair by Count, FD Finish by Area and FD Finish by Count. Thanks.	Patches on this project are full depth repair patches, there is no need for finish patches since all the patches are within the resurfacing limits. See addendum 19jun157.a01 for FD Repair by Count item added.	2012-06-12 09:16:02
June 19 <sup>th</sup> 2012	157	There is a bid item for 2 Ef joint assemblies which require payment as full depth finish patches by area and by count.	SEE ADDENDUM 19JUN157.A01	2012-06-15 09:45:04
June 19 <sup>th</sup> 2012	158	Plan sheet C.02 Under "Estimate Reference Information" Item #2 Project requires 25769 CY of fill abd 930 CY for driveway slopes. Why is the bid quantity on the proposal only 22260 CY?Thanks	SEE ADDENDUM 19JUN158.A01	2012-06-12 09:21:31
June 19 <sup>th</sup> 2012	158	Patching tabulation on sheet C.8 shows patches with dowels, but the tabulation of existing pavement on sheet C.3 lists AAC. Which is correct?	Bid Order 158 has NO patching in the plans.	2012-06-12 09:19:31



June 19 <sup>th</sup> 2012	158	Sheet C.07 notes removal of existing pipe in several locations (approx 740 lf in 22 each locations), but there is no bid item for pipe removal. Is this work incidental to another bid item?	Incidental to the earth work for the driveways.	2012-06-18 15:16:34
June 19 <sup>th</sup> 2012	159	Patching tabulation on sheet C.8 shows patches with dowels, but the tabulation of existing pavement on sheet C.3 lists AAC. Which is correct?	The patching tabulation on sheet C.8 which shows full-depth PCC finish patches with dowels is correct. From our review the finish patches are patching old 'EF' joint patches shown in Tab 102-6c are in an area of composite pavement. They are intended to replace existing 'EF' joints at these locations. The bridge has approximately 80' of PCC approach at both ends. The Tab 102-5 represents the majority of pavement on site and is the information shown in the 'Test Section By Milepost' book published by the Office of Materials.	2012-06-12 09:18:39
June 19 <sup>th</sup> 2012	160	Is mandatory night work required for any work on this project?	According to the Traffic Control Plan on Sheet C.2 of the construction documents night work will be required for this project (nightly from 8 pm to 6 am beginning Sunday evening and ending Friday morning).	2012-06-11 16:47:36
June 19 <sup>th</sup> 2012	160	Night work is required from Sunday night until Friday morning. Will day work be allowed on Sat and Sun?	Per the construction plans, "Traffic will be maintained during construction with work occurring during night hours."	2012-06-15 12:01:43
June 19 <sup>th</sup> 2012	162	We respectfully ask you to look at the working day for this job. We feel it will take a lot of over time to complete the job on time. Which will add extra cost. Hope you will take a look and add more working days to the job BO #162.	The district has determined the contract period for this project. This is the time frame required.	2012-06-11 10:43:38
June 19 <sup>th</sup> 2012	302	Line no. 0050 has the quantity of gabions at 610.0 CY. I did a take off and came up with a quantity of 952.0 CY. I would appreciate you double checking your quantity. I tend to believe you are in error.	Line No. 0050 was based on a 3'x3'x6' gabion basket. The quantity of 610.0 CY has been verified as correct by the designer.	2012-06-15 09:17:13
June 19 <sup>th</sup> 2012	302	On item 50 it doesn't make any difference as to the size of the gabions, if you figure the length, width and height of the various tiers of gabions, you come up greatly in excess of 610 CY, please refigure.	The county has confirmed their quantity. Bid the proposal as shown.	2012-06-18 14:11:21
June 19 <sup>th</sup> 2012	307	The bid tab shows 93,173.0 lf of field fence to be removed and replaced while the plans on C1.4 total 96173.0 lf. Please advise which is correct.	Bid the quantity shown in the proposal and the Contractor will be paid for what's removed and replaced.	2012-06-18 13:54:55
June 19 <sup>th</sup> 2012	308	The culvert extension in Lee Co shows class E revetment on sheet V.3. How is this paid for?	Please refer to ADDENDUM.19JUN308.A01	2012-06-15 09:16:30

June 19 <sup>th</sup> 2012	351	Once again working days are going to be extremely hard to meet. Is it worth the cost to get this stuff done this fast?	See addendum 19jun351.a01.	2012-06-18 09:25:34
June 19 <sup>th</sup> 2012	355	Please advise what the height of the lighting poles is to be. Thanks.	Bid Order 355 is Statewide Pavement Markings, no light poles.	2012-06-01 09:37:38
June 19 <sup>th</sup> 2012	356	Please identify what loads are being applied to the poles shown on sheet B.4 so the pole may be sized properly.	Poles should be transformer base lighting poles, 20 ft. height, without mast arm or luminaire. Materials to conform to Section 2523 of the Standard Specification.	2012-06-01 11:12:38
June 19 <sup>th</sup> 2012	356	With the start date of 7-23-12, will working days be suspended if the structures are not fabricated by the end of the 60 working days?	Refer to Addendum 19JUN356.A02.	2012-06-15 09:19:58
June 19 <sup>th</sup> 2012	356	The length of truss at 2nd ave on plan sheet N.5 shows a 80' truss and the table 190-52 on plan sheet C.5 shows a 90'truss. Please confirm.	Refer to Addendum 19JUN356.A03.	2012-06-18 15:12:15
June 19 <sup>th</sup> 2012	357	Why are only 10 working days given on this project. It is hard to get cure time in that short of time frame. 15 days would be better.	The contract period can not be changed at this late date.	2012-06-18 11:59:25
June 19 <sup>th</sup> 2012	358	The pole on the left side of sheet N.10 shows a sign and a small sensor while the pole on the right side of the sheet only shows a sensor. Are these the only loads being applied to these two poles? How rigid do the poles have to be for the sensors to work properly?	Poles should be transformer base lighting poles without mast arm or luminaire. Materials to conform to Section 2523 of the Standard Specification.	2012-06-01 11:13:53
June 19 <sup>th</sup> 2012	358	Please advise what the height of the lighting poles is to be. (I previously submitted this question, but you have it listed under Bid Order 355 on the QA page. This question pertains to Bid Order 358.)	The pole heights should be 25' per the cross section in the plan.	2012-06-01 10:27:37
June 19 <sup>th</sup> 2012	358	With the start date of 9-3-12, will working days be suspended if the structures are not fabricated by the end of the 30 working days?	Refer to Addendum 19JUN358.A02.	2012-06-15 12:10:08
June 19 <sup>th</sup> 2012	358	The traffic control plan states that you can only have lane closures from 10pm until 6am but sheet B2 shows tbr set up in a lanes of traffic. Which is right?	Refer to Addendum 19JUN358.A03.	2012-06-18 15:14:16
June 19 <sup>th</sup> 2012	358	The length of truss on plan sheet N.2 and table 190-52 on page C.5 is 90'. The Estimated project quantities shows a truss length of 80'. Please confirm.	Refer to Addendum 19JUN358.A03.	2012-06-18 15:13:18
June 19 <sup>th</sup> 2012	359	With the start date of 9-24-12, will working days be suspended if the structures are not fabricated by the end of the 15 working days?	Refer to Addendum 19JUN359.A01.	2012-06-15 09:21:04

June 19 <sup>th</sup> 2012	360	Plan sheet C.1 Under "Estimate Reference Information" Item #1 3978 CY Class 10 is needed to build this project as shown on Tab-107-29 1062 CY is available on site 5010 CY is to be contractor furnished and 30 CY is to be furnished. Why is bid quantity on proposal only 3978 CY if we are to furnish 5040 CY?? Thanks	SEE ADDENDUM 19JUN360.A01	2012-06-12 09:21:01
June 19 <sup>th</sup> 2012	360	The Estimated Project Quantites on Sheet C.1 Do Not Show the Bid Item: 4 Ea. BA-203 W-Beam End Anchor that is listed on Tab. 108-8C on sheet C.5.	SEE ADDENDUM 19JUN360.A01	2012-06-12 09:20:32
June 19 <sup>th</sup> 2012	360	Can a one foot four inch unreinforced line post foundation be used instead of the one foot reinforced line post foundation.	No, please use the design shown on sheet U.9	2012-06-12 09:17:40
June 19 <sup>th</sup> 2012	360	Addendum 2 - Adding post spacing reduction around curves for High Tension Cable Guardrail - Station numbers are given of curves, but the length of the curve and required length of installation requiring the post spacing reduction is not given. Please advise.	SEE ADDENDUM 19JUN360.A03	2012-06-15 14:23:39
June 19 <sup>th</sup> 2012	360	Plan template quantity for fill dirt shows no shrink % used in determining volume needed. Are we to assume no compactive effort will be required for fills?	SEE ADDENDUM 19JUN360.A04	2012-06-18 14:51:23
June 19 <sup>th</sup> 2012	361	With the start date of 9-17-12, will working days be suspended if the structures are not fabricated by the end of the 20 working days?	Refer to Standard Specification article 1108.06 B, temporary suspension of work.	2012-06-15 14:24:37
June 19 <sup>th</sup> 2012	361	Can 10 more working days be given to complete this work?	No.	2012-06-18 11:59:50

June 19 <sup>th</sup> 2012	401	To remove the 2 advertising signs, will the contractor be allowed to use one of the levee roads into the area, or have to take fence down along I-29 and enter that way?	These billboards are north of the East South Omaha Bridge Road, so access can be from the end of that road. There is no problem with using one of the levee roads, since we used it to remove the house and buildings north of the signs. However, we own all of the farm ground in this area from I-29 to the west Mosquito Creek levee, so they can also drive through the fields. The only caution is that they cannot do any damage to the levees and there should not be any real heavy haul on the levees. The District Office and the FHWA do not allow access to or from the interstate right of way for this type of work, so they will need to use the above access. So there will be no need or cause to remove any right of way fence.	2012-06-18 13:00:21
June 19 <sup>th</sup> 2012	601	Is the grated decking considered to be part of the estimated 305,000 sqft of structural steel to be blast cleaned and painted per the specifications?	Yes, it is structural steel and is should be blasted and painted	2012-06-01 10:28:29
June 19 <sup>th</sup> 2012	601	Which section of the standard specification applies to this job? 2508.01 A Non-Hazardous Paint Removal or 2508.01 B Hazardous Paint Removal?	Both apply. The DOT identifies the lead and chromium content of scrape samples from the bridge. The contractor awarded the contract should have a pretty good idea based on the numbers. The contractor then starts to blast and obtains samples of the waste. The results of that test determines whether it is hazardous or non-hazardous. Results can vary depending on blasting media(whether they recycle).	2012-06-01 16:34:08
June 19 <sup>th</sup> 2012	601	Please provide drawings for the deck truss spans as well as a drawing showing the overall elevation or profile of the bridge from abutment to abutment. The drawings provided do not seem to contain this information and are poorly labeled. Also, the drawings provided show wooden floor stringers which have since been replaced. Please provide updated drawings showing the configuration and member sizes of the current floor system.	Per the project plans: The contractor may obtain a copy of the original construction plans for the bridge from the Office of Contracts, Iowa Department of Transportation, 800 Lincoln Way, Ames IA 50010 (Phone: 515-239-1414). Besides the plans and these original construction plans, no other drawings are available for this project.	2012-06-15 14:22:16
June 19 <sup>th</sup> 2012	601	2) Please advise what traffic provisions will be made to allow the open steel grid deck to be sandblasted and painted. We feel this would require long-term traffic controls or possibly a detour.	Traffic Control as per plan. We made provisions for one lane of traffic to be closed. Deck could be painted in containment with one lane closed. Do not see need for detour.	2012-06-15 14:09:33

June 19 <sup>th</sup> 2012	601	Can IDOT please provide us with their calculations for their area take of off 305,000 square feet. Based on the info provided and the fact that the grating gets abrasive blasted and painted, we feel that this may be light.	Calculations are not available for Contractor to review.	2012-06-15 14:07:48
June 19 <sup>th</sup> 2012	601	RE: Bridge Deck Steel Grading.This area needs to be cleaned and coated at the same time the structural steel below the deck is cleaned and coated. Therefore a complete bridge closure is necessary. Can the bridge be closed for the duration of the project? If not then consideration should be given to only clean and coat areas of the steel decking accessible from below the bridge deck.	Bridge cannot be closed. Traffic control does not provide for this.	2012-06-15 12:06:25
May 15 <sup>th</sup> 2012	001	The Estimate of Quantites on C.02 and the Tab 108-8A quantites on C.01 for the End Anchors and End Terminals do not match.	Please bid as plan shows. If there's a plan error it will be fixed by extra work order. REVISED, See addendum 15may001.a01	2012-05-09 18:45:28
May 15 <sup>th</sup> 2012	001	Number/Type of End Terminals in the Estimated Project Quantites and what is shown on the Tab. 108-8A on C.01 do not match. Please clarify.	See addendum 15may001.a01	2012-05-09 18:45:56
May 15 <sup>th</sup> 2012	001	The plans include 136 CY of Class 22 Excavation for the piers. The P10A pile encasement standard includes the notes that say the price bid for the encasement shall be full payment for necessary excavation and for furnishing and placing all material. Is this doubled up, i.e. will the Class 22 Excavation be deleted from the contract because it is included in the LF bid price for the P10A, Type 3 encasements?	See addendum 15may001.a01	2012-05-10 11:39:46
May 15 <sup>th</sup> 2012	001	The plans include several bridge standards that are not included with the H30 bridge standards in the ERL. They are H30-85-06, H30-87-06, H30-90-06, and H31-90-06. Where can we obtain copies of these standards?	For H30-85-06, H30-87-06, H30-90-06 search here <a href="http://www.iowadot.gov/erl/index.html">http://www.iowadot.gov/erl/index.html</a> and for H31-90-06, see addendum 15may001.a01	2012-05-09 18:47:53
May 15 <sup>th</sup> 2012	001	This plan is calling for 11 Pile Bents for the reinforcing steel. There is no bid item for Reinforcing Steel. Also, the epoxy reinforcing steel qty in the proposal does not match the plan qty.	For the pile bents the reinforcing steel is included with the price bid for the per lineal feet of P10A encasement, Item # 16, so need no extra item for reinforcing steel needed. See addendum 15may001.a01 Also, the epoxy reinforcing steel item on proposal does match the plan, so no issue there.	2012-05-11 15:24:54

May 15 <sup>th</sup> 2012	001	The temporary stream crossing shown on the plans calls for class D revetment. Would using class E for this purpose and recovering it for use for the Class E revetment bid item be allowed?	Leave Revetment as Class D for Stream Crossing and Class E for permanent abutment revetment. Can Not reuse revetment.	2012-05-08 10:01:12
May 15 <sup>th</sup> 2012	002	Why is a Class HPC-0 overlay mix not being considered?	This is the material the designer has chosen to use for this project. The project is both biddable and buildable as currently designed and shown in the contract document; therefore no changes will be considered before the letting. After the letting, if the bidder would like to use an alternate method or material to construct the project consider Section 1105.15, Value Engineering Proposal.	2012-05-11 10:05:22
May 15 <sup>th</sup> 2012	005	The plans include prebored holes for both the abutments and piers. According to the soil boring logs, a large part of this will actually be through rock. Should a rock coring bid item be included for this work? Also, the concrete encasement notes say that the encasements extend 4'-6' below stream bed elevation, so would the additional 15' of prebored holes/rock coring for the piers begin 4'-6' below stream bed elevation? That would put the actual prebored hole/rock coring depth 19'-21' below stream bed.	For the first question: See addendum 15MAY005.A01 For the second question: The 15' of rock coring will begin at the bottom of encasement elevations/top of limestone. The excavation quantity to temporarily excavate to the bottom of encasements/beginning of rock core is included in Item 1 – Excavation, Class 10 Channel.	2012-05-04 16:12:07
May 15 <sup>th</sup> 2012	005	The plans include pile points for all the piles. The prebored holes include concrete for the piers and concrete and bentonite for the abutments. Normally with prebored holes, the hole is filled, typically with bentonite, and then the pile is driven through this to bearing. Is it the intent to fill the pier and abutment prebored holes first with concrete and bentonite and then drive the pile to bearing, or will the piling first be seated in the prebored/rock cored holes and then filled with concrete/bentonite?	The intent is to first seat the piles into the rock and then fill the holes with concrete/bentonite.	2012-05-04 16:13:26



May 15 <sup>th</sup> 2012	005	Judging from the quantity of rock drilling per addendum on this project, is 15' for each encasement and 5' for each abutment pile how the rock coring quantity was arrived at? If so, how much of each rock socket is to be filled with concrete after the piles are seated?	The quantity of rock coring was determined by calculating the elevation at which proper pile penetration would be reached, then analyzing the soil borings to determine the depth through the rock and also the depth through earth (for the earth coring at abutments and channel excavation at the piers). The entire depth of rock coring for each pier and abutment pile will be filled with concrete after the piles are seated. The entire depth of earth coring at each abutment piling will be filled with bentonite after the concrete has been placed.	2012-05-10 14:46:43
May 15 <sup>th</sup> 2012	007	Are there abutment spirals with this bridge? They are shown on sheet U.03, however, they are not shown on the bar list for the reinforcing steel.	Yes. They are included in the bill of reinforcing table on Bridge Standard J30-39-06. Bridge Standard J30-39-06 is listed on Sheet A.01. The bill of reinforcing table on Sheet U.02 is for the superstructure and is a modification of Bridge Standard J30-13E-06.	2012-05-10 16:59:32
May 15 <sup>th</sup> 2012	009	Would a precast RCB be considered or acceptable for this project?	Cast in place only. Precast is not an allowable substitution.	2012-04-26 12:55:12
May 15 <sup>th</sup> 2012	101	The longitudinal joint spacing does not match between the geometry and pavement jointing details on the "L" sheets. For example the geometry details shows the center lane to be 12' wide, whereas the jointing details shows 14' wide. Please clarify.	The center lane joint spacing is 14 ft. as shown in Typical X-1 on Sheet B.01 and the jointing layouts on the L Sheets. The geometry on the L Sheets incorrectly shows the center lane as 12 ft. The 12 ft. should be disregarded and use 14 ft. instead.	2012-05-01 12:46:35
May 15 <sup>th</sup> 2012	101	Where or what sheet has the 104-9 tab for the subdrain depth and outlet locations?	REFER TO ADDENDUM 15MAY101.A01.	2012-05-10 11:40:20
May 15 <sup>th</sup> 2012	101	Do the quantities for topsoil and seeding reflect the area that will be disturbed installing the Virden Creek Outlet as shown on sheets M.06 through M.09 or is this work considered incidental?	The quantities for topsoil and seeding include the area from M.06 through M.09. It is estimated at 3.14 acres for seeding and calculated topsoil based on this area at 0.5' thick with a shrink of 40%.	2012-05-10 12:28:59

May 15 <sup>th</sup> 2012	101	In reviewing the M sheets it appears the Storm Sewer on the South side of the street will be in conflict with the existing Gas and Watermains that run from one end of the project to the other. From scaling the drawings it appears that they are within 3-4' of the Centerline of the storm sewer the entire length of the project. Also from the profile views it appears that the storm will be in conflict with the water vertically as well as an installation issue. A 42" pipe will have an OD of 51" which means if you use a box to lay it the box will have to be no less than 10' wide. and will be in direct conflict with both the gas and the water through out the project. At 17+25 I believe the storm will also be on conflict vertically with the water and with the gas. The top of pipe is less than 3' from the top of ground at this location per the profiles. In short I need to know if we are to assume that we will be paid for as extra work to contend with these utilities and relocate them as needed, or if we are to consider that as part of the project base bid cost?	If the contractor has extra work in relocating water mains that would be paid as extra work.	2012-05-14 11:09:04
May 15 <sup>th</sup> 2012	101	For the storm sewer the plans specify the use of Class A crushed stone for bedding and backfill under primary roads. Will it require class A bedding and backfill for the storm sewer behind the curb and in the green spaces?	Not enough time to respond.	2012-05-14 16:04:39
May 15 <sup>th</sup> 2012	101	I can only find 4 Sw-510 intakes (Item #0220). Is the quantity wrong or is one hid somewhere?	Not enough time to respond.	2012-05-14 16:05:03
May 15 <sup>th</sup> 2012	101	Is the quantity for the SW-541 (Item #0250) wrong or am I missing something here?	Not enough time to respond.	2012-05-14 16:05:24
May 15 <sup>th</sup> 2012	101	Where is Item #33 located?	Not enough time to respond.	2012-05-14 16:05:41
May 15 <sup>th</sup> 2012	101	Is Item # 0370 supposed to be 30" RCP? Also is the quantity correct?	Not enough time to respond.	2012-05-14 16:05:57
May 15 <sup>th</sup> 2012	101	Is the quantity for item #0410 correct and also where is item #0420?	Not enough time to respond.	2012-05-14 16:06:32
May 15 <sup>th</sup> 2012	102	What is the depth of the subdrain tile?	Please refer to ADDENDUM.15MAY102.A01.	2012-05-10 16:36:12

May 15 <sup>th</sup> 2012	102	Preparation of natural subgrade is incidental to the paving. can you verify that no cuts or fills exceed the 3 inches as per spec?	The grade will be adjusted to limit the cut and fills to 3 inches as per spec.	2012-05-10 16:37:07
May 15 <sup>th</sup> 2012	105	looking at the amount of the proposal guarantee...how do you determine the estimated cost of a project ??	That information can be found on page 33 of 37 at this link: <a href="http://www.iowadot.gov/contracts/LettingGuidelines2011.pdf">http://www.iowadot.gov/contracts/LettingGuidelines2011.pdf</a>	2012-05-02 12:40:18
May 15 <sup>th</sup> 2012	107	Please review bid item# 0420. What does this encompass? C.D. and R.D. joints?	REFER TO ADDENDUM 15MAY107.A01.	2012-05-10 12:27:47
May 15 <sup>th</sup> 2012	107	Item # 70 PCC Median as per plan, are CD joints required.	The joints are to continue through the median, but no dowel is required within the median pavement section.	2012-05-10 11:42:03
May 15 <sup>th</sup> 2012	107	The bidding proposal calls out 65 working days with \$1000 per day LD. On sheet C4 of the plan, the plan note calls out 65 working days with \$1000 per CALENDAR penalty. Which is it? It appear to me that the proposal should prevail. Also, it is absolutely ridiculous to think that this job can be built in 65 days. Days need to be at least 100, or we have to bid penalty.	REFER TO ADDENDUM 15MAY107.A02.	2012-05-10 17:59:42
May 15 <sup>th</sup> 2012	107	There are at least 30 locations where the design slope of the sidewalk ramp is greater than 7.5% with an acceptable range of 5.00% to 8.33%. If the construction tolerance in building several of these ramps differs by as much as 0.005 foot the slope will exceed the upper limit of 8.33%. What happens if the slope of the constructed ramp exceeds 8.33%?	Please refer to addendum 15may107.a03.	2012-05-14 16:20:20
May 15 <sup>th</sup> 2012	108	Regarding the staging: If the pavmt. removal/recycling/excavation and modified subbase were completed on stage 1 prior to beginning pavement removal on stage 2 and PCC paving was not started on Stage 1 until the above mentioned items were completed on Stage 2, would this meet the intent of the staging plan? The Stage 1 PCC would have to be open to traffic prior to beginning paving on Stage 2.	Plan Sheet J.01, Tabulation 108-26 Staging Notes: 1. Staging shall be maintained as shown on J sheets.	2012-05-14 16:07:24
May 15 <sup>th</sup> 2012	109	Can you provide a drawing of the pathway of Item 60 2" conduit?	REFER TO ADDENDUM 15MAY109.A01.	2012-05-10 16:07:40
May 15 <sup>th</sup> 2012	109	Sheet N.01 Note 2 calls for communication cable from controller to Main St. Could you clarify?	REFER TO ADDENDUM 15MAY109.A01.	2012-05-10 16:08:37

May 15 <sup>th</sup> 2012	109	Item # 110 according to the Estimate Reference Information PV 101 standard is modified to the Davenport Standards please confirm if CD's are required	Please refer to addendum 15may109.a03.	2012-05-14 14:20:34
May 15 <sup>th</sup> 2012	109	Please advise the luminaire arm length for the combination traffic signal poles.	Please refer to addendum 15may109.a02	2012-05-14 14:18:32
May 15 <sup>th</sup> 2012	109	In the estimate reference information for item 16. modular block wall the first paragraph states that the drainage pipe should be included in this item, but in the last paragraph it states that it should be paid under the subdrain item. Which is correct?	It is paid for under the subdrain item. If you add up the quantity of subdrain on sheet C.11 and the subdrain on sheet C.13 that equals the total quantity of subdrain bid on C.01.	2012-05-14 14:05:47
May 15 <sup>th</sup> 2012	109	This is a follow up question to the previous answer about the subdrain payment. Since the subdrain is to be paid under item 0270 rather than under the wall item 0160 as it should be; where are the 32 EA Subdrain outlets required for the wall being paid? The tab is only for 15 EA. The wall subdrain will need to be daylighted @ 40' o.c. with a rodent guard at each location.	Not enough time to respond	2012-05-15 09:44:44
May 15 <sup>th</sup> 2012	152	We are trying to determine the qtys of the permeable pavers listed in SP090213.01 In the estimated qtys it looks like they are on two different lines. Item # 102 and #107. Are both of these line items the permeable pavers?	Item #102 in the Estimated Quantities (Sheet C.2) is for the Portland cement concrete banding that borders the permeable pavers in the walkway leading to and from the circular plaza. Refer to detail 4/N.8 and Detail Note 8 on sheet N.8.Item #107 in the Estimated Quantities (Sheet C.2) is for the permeable pavers.	2012-04-27 11:17:56
May 15 <sup>th</sup> 2012	152	I am writing to request approval for SP# 090213.02 Permeable Pavers. I would like to request approval for: Willow Creek Paving Stones - Brickstone Permeable Paver. See this website <a href="http://www.willowcreekpavingstones.com">www.willowcreekpavingstones.com</a> for further details or contact me at 651-775-5706. Please forward this to designing engineer.	Please refer to ADDENDUM.15MAY152.A01	2012-05-02 09:49:55
May 15 <sup>th</sup> 2012	152	There is a tremendous amount of saw cutting on this project. Can an item for saw cutting be added?	No, due to Standard Specification 2510.05,A,3:"The cost of saw cut and integral and separate curb is included in the contract unit price for the Removal of Pavement, Pavement Scarification, or Removal and Crushing of Pavement."	2012-05-01 10:40:07

May 15 <sup>th</sup> 2012	152	The 4th Stage Note on Sheet J.2 requires vehicular and pedestrian access to private property at all times. How is this work paid for? Is a temporary granular surfacing item included in the contract items for this?	The intent is for the drives to be constructed half at a time to allow access without the need for temporary surfacing.	2012-05-03 09:38:26
May 15 <sup>th</sup> 2012	152	The 4th paragraph of the Staging Notes on Sheet J.2 requires the Contractor to provide parking areas on the closed roadway sections. Please clarify how the Contractor is to access these work areas and complete contract work with parked private vehicles in the way.	The note states “as needed”. If there are situations where it is not feasible to leave the access open the contractor has the option of allowing the property owner to utilize the closed roadway section, or in some cases allow access thru the closed roadway section to utilize existing granular shoulder.	2012-05-03 09:37:16
May 15 <sup>th</sup> 2012	152	Is an item needed for the temporary signals shown on Sheet J.3? How are these signals paid for?	Please refer to ADDENDUM.15MAY152.A03.	2012-05-08 14:23:01
May 15 <sup>th</sup> 2012	152	Is there a particular warning panel type required? I did not see anything specified for bid item 0660.	Standard Specification 2511 shall apply to this item.	2012-05-03 09:36:23
May 15 <sup>th</sup> 2012	152	Will the pavement scarification be completed as the last stage; doing the total project?	The staging plan indicates the contractor shall complete the mill and resurface as part of each stage. The elevation of the curb and gutter section will be approximately 1 ½ inches lower than the existing edge of pavement. Leaving a 1½” drop-off from the pavement surface down to the gutter until stage 6 would not be allowed. The contractor may avoid the drop-off by milling and resurfacing each stage as they go, or by eliminating the drop-off by some other means.	2012-05-08 10:08:16
May 15 <sup>th</sup> 2012	152	Do the plants need to be grown or supplied from Iowa?	Please refer to ADDENDUM.15MAY152.A04	2012-05-11 15:45:46
May 15 <sup>th</sup> 2012	152	On Sheet C.6 Note 232-3B. Is that a reference note for item 113?	232-3B is an Iowa DOT Standard Notation. Information in this note will take precedence over the Standard Specifications for Urban Seeding.	2012-05-10 14:43:01
May 15 <sup>th</sup> 2012	152	Lighting units A101 A102 are shown on the plan sheets but not on tab 108-1. Plan quantity is 14 units, but would be 16 if these are to be included. Please clarify.	Please refer to ADDENDUM.15MAY152.A04	2012-05-11 15:43:23
May 15 <sup>th</sup> 2012	152	Is Landscape Fabric required in the planting beds?	No, Landscape Fabric is not required in the planting beds.	2012-05-10 14:35:41
May 15 <sup>th</sup> 2012	152	With the large quantity of plant material on this project can there be a watering item?	There will not be a watering item.	2012-05-10 14:37:19

May 15 <sup>th</sup> 2012	152	What is the intent of the two details on Sheet J.1, labeled Mill and Resurface. When working within the limits of a closed staging section, is a flagging operation with lane closures required?	The intent of the detail on J.1 was to inform the Contractor to keep traffic off the new curb and gutter during the resurfacing operation, hence the channelizers shown by the curb. TC-213 with flagger station is for maintaining traffic through a work zone. The route is closed and the work zone is protected with barricades and safety fence. There should not be any flagging in the work zone unless they will be opening up each stage during the milling and resurfacing per J.1. Temporary access will not need a flagger station.	2012-05-11 15:49:24
May 15 <sup>th</sup> 2012	152	How is the rock under the pedestrian trail being paid for? Is this rock included in the modified subbase bid item?	The area under the pedestrian trail is intended to show the special compaction of subgrade for recreational trail. The trail will be constructed on natural subgrade.	2012-05-14 10:08:26
May 15 <sup>th</sup> 2012	152	Where is table 110-2B? Is this supposed to be Table HRG-RMVL? Please clarify	Correct, this was a typo. Table 110-2B is Table HRG-RMVL.	2012-05-11 15:51:43
May 15 <sup>th</sup> 2012	152	In order to install the subdrain we will have to put the modified subbase down in the area directly above the subdrain trench and then trench through it. Does the plan quantity of modified subbase include this area? Also the area shown for modified subbase in the plans will not be a sufficient enough area for a pad for paving. It appears that there may be a tremendous amount of modified subbase that is incidental on this project. Can a table be added to show us how the modified subbase quantity was calculated so we have some clarification on what modified subbase is included in the proposal and what is incidental? Thank you	The plan quantity for modified subbase includes the entire area from the proposed edge of pavement to 2-ft beyond back of curb	2012-05-14 09:39:34
May 15 <sup>th</sup> 2012	152	Are the plugs in the Bio Retention and Bio Swale area to be mulched with Hardwood Mulch to control weeds and hold moisture? Is the weed control in the Bio Retention area the responsibility of the landscaper installing the plugs or is it the responsibility of the landscaper installing the seed?	No hardwood mulch was specified for either of these areas. This issue needs to be discussed, coordinated and resolved with the General Contractor and contractor placing the seeding since the entire bio-retention area is seeded and the lower elevations of the bio-retention area also receive plugs. It would seem to me that both landscapers would be doing weed control in the areas where their work was done.	2012-05-14 10:55:30
May 15 <sup>th</sup> 2012	152	Is there a way to denote the exact location of the Bioswales on the project in relation to what is landscape beds and turf grass? The plans are not clear.	The locations are shown in the U Sheets and the slopes of the edge of the landscape beds to turf grass are shown in the detail on U.5.	2012-05-14 16:53:47



May 15 <sup>th</sup> 2012	152	Is watering required for the trees and shrubs for 2 years? Are the Perennials Plugs an initial watering only?	Initial waterings are defined in SP-090211. In order to fulfill 090211.05 Basis of Payment, watering may be in the contractors best interest.	2012-05-14 15:08:53
May 15 <sup>th</sup> 2012	154	Item 0090 calls out RK-19 Bridge Approach and Sheet C1 9. description calls out built to DOT RK-16	There is no bid item for an RK-16. The RK-16 road standard refers to the RK-19 bid items therefore that is what we used.	2012-05-08 09:41:03
May 15 <sup>th</sup> 2012	154	Bid item 0200 description states there is miscellaneous HMA surface and full depth patches. What is the area and thickness of HMA surfacing?	Please refer to ADDENDUM.15MAY154.A01	2012-05-11 15:46:37
May 15 <sup>th</sup> 2012	154	We are contemplating doing 1/2 the road at a time. Do you require a trimmer or GPS system to cut the subgrade or can we use a motorgrader and a laser?	There is no requirement for GPS grading on this project.	2012-05-14 14:34:32
May 15 <sup>th</sup> 2012	154	Is the County/DOT providing a large dump site to dispose of the excess fill?	See sheet C.2 under the general notes, it is the contractor's responsibility to provide waste areas	2012-05-14 14:52:17
May 15 <sup>th</sup> 2012	155	In Worth Cnty, For the Paved Shoulder and the Shoulder Strengthening work shouldn't there be an item and quantity for Excavation Class 13?	Please see Addendum 15MAY155.a03	2012-05-10 18:02:36
May 15 <sup>th</sup> 2012	155	During the 30 to 60 day waiting period before final grinding and paint is applied, will working days be suspended?	Assuming all other work that would be subject to charging of working days is complete, then yes, working days will be suspended between the final paving and final grooving/painting.	2012-05-10 17:56:56
May 15 <sup>th</sup> 2012	155	Are there any details for the 'incidental' shoulder repair for the Bridge Approach items 0590 0600? We cannot find any information on the plans detailing this work.	We assume some of the shoulder strengthening placed along Co. Road A39 (Tab 112-9) will get damaged or need to be removed to place the new bridge approaches at A39 (Tab 112-6). If some damage or removal of the shoulder strengthening is needed, it will need to be repaired as the shoulder strengthening will remain in place after construction. No details of this repair are provided as we are not certain if or to what extent the shoulder strengthening will be damaged.	2012-05-11 15:27:03
May 15 <sup>th</sup> 2012	155	Is the notch wedge joint required on the first lift of HMA? If so, does this mean the milling will have to be over center line pushing the traffic farther out on the shoulder?	Yes, the notch wedge joint is to be used on the intermediate lift of HMA. Yes, milling will need to extend beyond the roadway centerline to accommodate this.	2012-05-10 17:57:56

May 15 <sup>th</sup> 2012	155	The addendum issued added an additional 89 s.y. but did not list a depth. There are two different depths already listed in the plan. There was a full depth finish item also added but there was not a depth listed for that item either. Thanks.	Please see Addendum 15MAY155.a03	2012-05-10 18:03:15
May 15 <sup>th</sup> 2012	159	When installing the subdrain, in the areas of the existing HMA widening unit, does that HMA have to be replaced in the area below the new widening unit. There is a question if it is needed when it is going to be replaced with a new widening unit.	No need to reinstall the widening unit, then a couple weeks later remove it in order to place the 4' paved shoulder. The widening unit was originally installed to reduce edge rut over time. For the short time this will be in effect, the road stone will work, however if edge rut develops, the contractor will need to maintain the granular shoulder until the paved shoulder can be installed.	2012-05-11 09:03:29
May 15 <sup>th</sup> 2012	161	Sheet C.2 has a plan note regarding no use of median crossovers. Is this referring to the rock crossovers only or does it include the paved concrete median crossovers with turn lanes at all the sideroads? If a contractor can't use the concrete crossovers, how are they suppose to get turned around?	Our intent in the use of Standard Note "253-1, Median Crossover" was to prohibit the use of any rock crossovers due to their limited capacity for heavy vehicles and the inherent concerns for safety of the traveling public. They are typically located across from field entrances and points of private access and in general do not have left turn lanes. We did not intend to restrict the use of standard at-grade paved intersections with left turn lanes for the side roads.	2012-05-08 15:31:02
May 15 <sup>th</sup> 2012	163	Regarding bid item 6:Granular Backfill and the Est. Ref Info note regarding material to be supplied by the county: what is the total amount being supplied by the county vs. the total amount to be supplied by the contractor and what is the total amount to be placed by the contractor? Thank You	The county is supplying 198 tons as stated in the plans.	2012-05-14 14:55:04
May 15 <sup>th</sup> 2012	165	Please review patch count for bid item# 0460. There are "loop lane" patches that vary in width from 32.8' to 44', but are only tabulated as 1 patch each.	REFER TO ADDENDUM 15MAY165.A01.	2012-05-07 15:14:31
May 15 <sup>th</sup> 2012	166	Item 15 - HMA mixture includes 144 ton for partial depth HMA repair patches Item 48 shows same tonnage for HMA partial depth patch material, are the two items duplicated?	SEE ADDENDUM 15MAY.166.A01	2012-05-03 09:17:29
May 15 <sup>th</sup> 2012	166	Section 2 3 Line Items 580 Thru 620 show bridge handrail and end post removals and retrofits. We find no traffic control setups for this work, or am I missing something in plan? Thank You	SEE ADDENDUM 15MAY166.A02	2012-05-11 16:07:44

May 15 <sup>th</sup> 2012	169	I would think you would want a bid item for pavement scarification at the BOP EOP and maybe paved sideroads	An item for Pavement Scarification has been added, please refer to ADDENDUM.15MAY169.A01.	2012-05-08 09:37:55
May 15 <sup>th</sup> 2012	204	Please review patch tab 102-6C on sheet C.2. Patch widths are 20' or greater with C.D. and C.T. joints. Will patch count be adjusted higher? Thanks.	The dimensions from the patch tab are reversed. The quantities are correct.	2012-05-03 09:53:20
May 15 <sup>th</sup> 2012	206	on Tab 102-6c are the length and width column's correct.looks like width should be length.	Yes, the dimensions are reversed.	2012-04-30 12:12:31
May 15 <sup>th</sup> 2012	206	Please review patch widths sheets C.2 thru C.4. Are lengths and widths reversed?	Yes, the dimensions are reversed.	2012-05-02 16:24:19
May 15 <sup>th</sup> 2012	208	On sheet C.10 are tabs indicating profile readings and bump and dip locations for the 5700 feet of NB I-35 that is to be diamond ground as pay item 230. Can the traces these numbers came from be posted somewhere in an electronic format that we can access ? thanks	The files are available to download from Bid Express.	2012-05-01 18:20:46
May 15 <sup>th</sup> 2012	211	Replacement depth for patches on sheet C.3 and C.4? Thanks.	See addendum 15may211.a01	2012-05-10 16:53:58
May 15 <sup>th</sup> 2012	211	What is the depth of the patches?	See addendum 15may211.a01	2012-05-10 16:53:20
May 15 <sup>th</sup> 2012	302	Are G-Sheets available for the Horizontal Alignment? Is profile shown in D Sheets for the Existing Centerline profile?	Benchmarks, reference point data, and centerline coordinates will be available from the Buchanan County Engineer's office after letting. G-Sheets were not plotted for the project. The profile shown on D Sheets is the existing centerline profile in Division I. The profile shown on D Sheets is Proposed Centerline Profile in Division II.	2012-05-01 10:59:53
May 15 <sup>th</sup> 2012	302	On the t sheets it shows cut and compacted fill what % of shrink was used for the compacted fill?	REFER TO ADDENDUM 15MAY302.A01.	2012-05-10 16:57:05
May 15 <sup>th</sup> 2012	302	Please check the roadway pipe lengths. Some runs are listed as twins, but there isn't enough pipe or aprons to account for the second run.	REFER TO ADDENDUM 15MAY302.A01.	2012-05-10 16:56:33
May 15 <sup>th</sup> 2012	302	How is the topsoil strip, salvage, and spread being paid for? Is the topsoil quantity included in class 10? Also should there be a earth shoulder finish item?	Topsoil, Strip, Salvage and Spread is not an item in the contract, and is not required. Earth Shoulders are not an item in this contract. (Please refer to Sheet B.02): Granular shoulder depth varies from 9" at the edge of pavement, to 6" at the outside edge.	2012-05-10 16:13:05

May 15 <sup>th</sup> 2012	302	Where is all of the revetment stone being placed.	Look at sheet B.04, CLASS E REVETMENT DETAIL.	2012-05-11 17:20:14
May 15 <sup>th</sup> 2012	302	It appears as though the pavement removal involved with Division 2 - Grade Pave portion is not included in the quantities.	Please refer to addendum 15may302.a04.	2012-05-14 15:29:10
May 15 <sup>th</sup> 2012	302	Top soil strip, salvage, and spread is required on this project because cuts and fills are taking place 35' from centerline on both sides of the road. How will this be paid for?	From the designer, Topsoil, Strip, Salvage and Spread is not an item in the contract, and is not required.	2012-05-14 13:42:37
May 15 <sup>th</sup> 2012	302	It looks like Addendum #3 has a typo in regards to what item is being adjusted. Pavement Removal vs. Granular Shoulder.	Please refer to addendum 15may302.a04.	2012-05-14 15:29:43
May 15 <sup>th</sup> 2012	304	The plans call for one culvert to be replaced with a steel culvert, bored, while two others call for RCP, bored. Would it be acceptable to do all three with steel, or all three with RCP?	No, bid the plans as shown. Two of the pipes are in rural areas and are concrete because they will outlast steel pipes that will eventually rust out the bottom. The other pipe is in town and is steel because of a longitudinal city sewer that was in close proximity to our jacked pipe. The steel pipe gives a thinner wall thickness and less chance to affect the sewer line.	2012-05-09 16:55:37
May 15 <sup>th</sup> 2012	305	It is unclear to me if the quantity of erosion stone in section #2 is for removal and replacement of existing erosion stone or if it is new material and the remove replace work is incidental to excavation.	Please see sheet Q.1 The note for erosion stone clearly says, "Approximately 832 cy or 1349 tons of erosion stone were used in previous repairs to this site. This material should be reused with the new repair." This means that you don't need to bring any new material to this site. The reclaiming of the existing material and the placing of the material for the new repair is included in the price of erosion stone.	2012-05-11 10:01:45
May 15 <sup>th</sup> 2012	307	If Borrow #32 needs to have the Topsoil stripped will it be measured for payment?	Please refer to ADDENDUM.15MAY307.A02	2012-05-10 16:38:13
May 15 <sup>th</sup> 2012	308	The feedback from the specified sluice gate manufacturers suggests a delivery time between November and December, will a grace period be allowed between construction of the boxes and the install of the gates?	Section 1108.06 B.and C. defines temporary suspension of work.	2012-05-14 10:10:29

May 15 <sup>th</sup> 2012	310	The project includes the Indiana Bat provision which says the clearing can't take place until after Sept. 15 <sup>th</sup> , but the late start date is June 18 <sup>th</sup> with 25 working days. Will the contractor be required to start on June 18 <sup>th</sup> and then stop and wait to complete the project until after the clearing can be done or can the State do a habitat inspection so the clearing can commence on June 18 <sup>th</sup> ?	Refer to Addendum 15MAY310.A01.	2012-05-03 09:20:31
May 15 <sup>th</sup> 2012	351	Why is there only 20 working days on the division one signs? This is a much bigger project with less days then usual to get it done in.	Please refer to ADDENDUM.15MAY351.A01	2012-05-11 15:48:11
May 15 <sup>th</sup> 2012	352	Who is the responsible for the construction staking?	The contracting authority.	2012-05-14 17:03:27
April 17 <sup>th</sup> 2012	002	Plan sheet V.9 shows that the "conceptual" panel size is 5'x5'. Are other sizes acceptable such as 5'x9' or 5'x10'?	No.	2012-04-09 14:24:29
April 17 <sup>th</sup> 2012	002	The proposal includes Bid Item 0090 which is listed as 30 CY of Granular Backfill. The estimated project quantities listed on Sheet C.1 of the plans includes 30 TON of Granular Backfill, but no additional notes as part of the estimate reference information. Should the proposal actually be for 30 TON of Granular Backfill, and where is this located?	Please see Addendum 17apr002.a01	2012-04-11 16:44:24
April 17 <sup>th</sup> 2012	002	On sheet v.12, the fence posts are noted galvanized. Should the posts be coated to match the black color of the chain link material?	Please see Addendum 17apr002.a02	2012-04-11 16:44:08
April 17 <sup>th</sup> 2012	004	plan sheet number 18 indicates a bid item for "wing armoring" but there isn't one on the proposal	This bid item was omitted from the plans and proposal. If this is work required it will be paid for by an extra work order.	2012-04-16 12:07:01
April 17 <sup>th</sup> 2012	005	The Precast 8x6 RCB inlet end section has a cast-in-place end wall. Can a pre-cast end wall be used in lieu of the cast-in-place end wall?	The RCB culverts shall be bid as shown in the contract documents. After the letting changes may be consider per Value Engineering Specification 1105.15.	2012-04-13 12:43:53
April 17 <sup>th</sup> 2012	005	Item # 0590 (Table 104-3 in plans)calls for 83"x57" Unclassified Roadway Arch Pipe. Can a 81"x59" Unclassified Roadway Arch Pipe be substituted per standard road plan RF-32? The 83"x57" pipe does not meet the RF-32 fill height requirement whereas 81"x59" does.	Bid the item as shown in the contract documents. The contractor may request a substitution per Standard Specification 1105.15, Value Engineering Proposal after the letting.	2012-04-16 12:02:01

April 17 <sup>th</sup> 2012	006	On Bidx it appears there are not any x-sections for this project. However, on plan sheet C.01 the estimate reference note for item #3 CL-10 says to "refer to the B, T, and W sheets for details." This makes me wonder if cross-sections do exist and if we could get our hands on them?	There are no cross sections available. Look at the index of sheets on A.01 and see that the W sheets are crossed out. The reference note is in error.	2012-04-13 09:20:45
April 17 <sup>th</sup> 2012	008	Does the current TBR need to be anchored on this project. Is a TC-81 needed since there is not one there now.	There is no provision in the plan for anchoring the existing TBR. If the intent was to anchor the existing TBR, that will have to be handled by an extra work order. TC-81 is not required for this project.	2012-04-17 09:09:48
April 17 <sup>th</sup> 2012	011	The Special Provisions Excavation for structures in Levee Critical Area paragraph C requires the backfill needs to be comprised of Lean or Fat Clay. The information provided to the contractor on the soil profile sheets shows soft to very soft silty clay. Can the contractor assume the existing material will meet the requirements of the special provision or should the contractor assume this material will need to be furnished from an off site source meeting the requirements?	The SP was written assuming this backfill would be borrow from off site. If the Contractor wants to use the existing excavated material, a field determination and a verification through laboratory testing will be needed to confirm that these soils are CL and CH. Note that the information on the soils in borings do not represent the entire volume of soil that will be excavated.	2012-04-09 14:28:45
April 17 <sup>th</sup> 2012	011	Per the special provisions "Excavation for Structures in Levee Critical Area" requires that the contractor provide a quality control program that includes sampling, testing, and process control inspection. Is this contractor furnished quality control only required at the levee critical areas?	Yes, this SP is for the (80) (81) projects and is only required in the Levee Critical Areas.	2012-04-09 14:30:07
April 17 <sup>th</sup> 2012	011	Typicly we find on IDOT designed projects the required specification for Deck Hanger Coatings are identified on the plan sheets. Are the deck hangers on these projects required to be coated and if so what is the coating specification?	Yes, the coating is specified in GS 2412.03, A, 2.	2012-04-09 14:31:07
April 17 <sup>th</sup> 2012	011	Per the Pier Aesthetics Plan sheet no. 46 of 131 the plan details different form liner textures required for pier construction. We have found no requirements for staining/ painting of these formed surfaces. Is there a requirement for staining/ painting the textures on the substructures?	The various setback surfaces on the sides and bottom of the pier cap constitute rustication, since they will probably be formed by panel inserts within the main form used to contain the cap pour. There are also rustications created by strips at the lower corners of the pier cap ends. Likewise, the barrier construction may require panel inserts in the forms. All of these instances must conform to the requirements listed in the "General Notes for Concrete Rustication" in the plans.	2012-04-09 14:28:04



April 17 <sup>th</sup> 2012	011	Per sheet No 46 of 131 Pier Aesthetics, the eighth paragraph under pier concrete texture notes states: "The pier surfaces as designated in the plans shall also receive concrete rustication." We find no details for rustication on the piers only at the abutments. Where is the rustication shown for the piers?	No staining or coating of concrete surfaces is included in the contract. This work will occur as part of a follow-up contract in the future, once the concrete has naturally weathered. These bridges will likely be bundled with others in the area that will also receive stains or coatings.	2012-04-09 14:31:35
April 17 <sup>th</sup> 2012	011	The special Provisions and the plans do not address the Mass Concrete/ Control of Heat of Hydration. Is mass Concrete/ Control of Heat of Hydration required for this project?	Yes, it is covered by DS 09047. It was incorrectly called out as an SP on Sheet 2 of the (80) project.	2012-04-09 14:30:38
April 17 <sup>th</sup> 2012	011	As noted in the design specifications on sheet 1 of 131, this project is to be designed to AASHTO LRFD bridge design specifications. For the disc bearings to be designed to LRFD requirements, service and strength loads would need to be provided in both vertical and horizontal directions. The bearing data table on plan sheet 94 of 131 does not provide the vertical and horizontal strength loads. Is this information available?	Service loads were used during design phase to estimate bearing sizes. Loads for other limit states will be made available to contractor after award of contract. In the event that other limit state requirements necessitate a larger bearing size, compensation will be provided to contractor to cover additional costs.	2012-04-13 09:24:34
April 17 <sup>th</sup> 2012	011	The soil profile sheets show the soil types we could encounter at each pier but I have not seen a bore log or indication of water shown within the soil profiles. Will Idot provide this information, or where could this information be obtained?	We have obtained groundwater tables from the designer and they are available from the Office of Contracts (515) 239-1414	2012-04-11 16:45:49
April 17 <sup>th</sup> 2012	011	We see a least dimension of less than 4 ft on the octagon columns on both bridges, thereby excluding them from the mass concrete specification. Does IDOT agree that the columns do not fall under the mass concrete specification?	All the pier columns should be considered as mass concrete. The least dimension of the smallest column is 4'-6". You need to measure at the core/center of the section. A 4' diameter circle fits inside the center of the columns.	2012-04-13 09:26:06
April 17 <sup>th</sup> 2012	011	Within the DS for Mass Concrete, a maximum delivered concrete temperature of 70 degrees F is shown in paragraph B.1. This paragraph has been amended in the past based on submission of the required thermal control plan on a per project basis. Will a post bid V.E.P. have to be submitted in order to make this change?	Yes, it would require a Value Engineering Proposal after the letting.	2012-04-13 09:25:38
April 17 <sup>th</sup> 2012	011	Can Intermediate Metal Conduit (Type IMC) be used in lieu of Rigid Metal Conduit (type RNC) for the 2" conduits in the bridge rails for the lighting circuits.	Bid as per plans. You can submit a Value Engineering Proposal later if you want us to take a closer look at this.	2012-04-13 12:09:35

April 17 <sup>th</sup> 2012	011	Project (80) design sheet 2/131 Weathering Steel Notes paragraph 5 states "structural weathering steel is to remain unpainted ,except as noted." We find nowhere in the plans that identifies painting of the structural steel.Should the contractor assume painting of the zone areas per SP 2408.02 Q.5.c.3 will be required as those areas are not noted?	Yes, follow the Standard Specifications for Painting including under Expansion Joints.	2012-04-13 12:11:19
April 17 <sup>th</sup> 2012	014	Can you make the sovereign lands permit (11-100) and Flood plain development permit (FP 2010-144) listed in the plains available? Is there a Corp of Engineers Permit for this project?	This project does not require a flood plain permit. The sovereign lands construction permit and the Army Corp of Engineers 404 permit are available by contacting the Iowa Department of Transportation's Office of Contracts.	2012-04-16 09:55:34
April 17 <sup>th</sup> 2012	014	Is a causway/work pad permitted for this project? Does the RL-16 standard apply?	The 404 permit authorizes a temporary stream crossing constructed in accordance with Standard Road Plan RL-16 and General Specification 2547.	2012-04-11 16:01:40
April 17 <sup>th</sup> 2012	014	The (131) project has a Late Start Date of 05/21/12 with 110 working days. There appears to be too much work to be done in this time frame/have traffic back to 2 lanes each direction by the winter. Please review the schedule. There are 5 piers with cofferdams/staged removal and reconstruction prior to superstructure removal/replacement. It does not appear enough time is allowed.	No change.	2012-04-16 12:27:19
April 17 <sup>th</sup> 2012	014	The plans show river access across the levy at a location on the Southwest corner of the bridge. Will any access be allowed from the east side of the river across the levy? What elevation would need to be maintained at that access point over the levy, if allowed?	The Corps of Engineers and City of Ottumwa approved the location of the levee crossing as shown on the plans. Any other locations would need to be submitted to the Iowa DOT, Corps of Engineers, and City of Ottumwa for approval. What appears to be a levee along the east river bank is no longer in use and that is why it was not identified as a levee on the situation plan. The flood control levee on the east side was relocated farther east at the bridge site.	2012-04-11 16:01:09
April 17 <sup>th</sup> 2012	014	Is dredging allowed for the construction of the causeway/work pads?	Dredging is not authorized on this project.	2012-04-16 11:42:03
April 17 <sup>th</sup> 2012	102	Bid Item 7 calls for 8" HMA Paved Shldr, tab 112-9 shows 8" but on page B.6 tab HMA_S shows 6". Which is it?	Please refer to ADDENDUM.17APR102.A01	2012-04-10 18:40:35
April 17 <sup>th</sup> 2012	102	Will preliminary survey to design the profile have to be done while the road is open to traffic?	It is up to the contractor when they want to do the preliminary survey to develop the profile grade.	2012-04-12 11:25:15

April 17 <sup>th</sup> 2012	102	The note for item 19, Detour Pavement states "Use 8" PCC or 10" HMA for all detour pavement". Sheet B.8 typical DET states 9" PCC or 12" HMA. Sheets U.3 and U.4 states 9" PCC or 12" HMA. What pavement thickness do we use? Which is correct, the plan note for the item number, or the typical on the sheets? Thank you.	Please refer to ADDENDUM.17APR102.A03	2012-04-16 11:42:32
April 17 <sup>th</sup> 2012	102	Bid Item 19, Detour Pavement, HMA Option is 10" thick per item note on page C.2, but on page B.6 typical "DET" states that the HMA Option is to be 12". Which one is it?	Please refer to ADDENDUM.17APR102.A03	2012-04-16 11:43:38
April 17 <sup>th</sup> 2012	103	Is the backfill material for the underground utilities incidental to the utilities or am I missing something?	Bedding material is included in the bid items for underground utility pipes per Standard Specification. Backfill material under primary roads will be included in the respective bid items per the reference notes in the contract documents.	2012-04-16 11:23:50
April 17 <sup>th</sup> 2012	103	If I am reading the note for item #52 correctly the contractor has to include temporary paving in his bid for item #52 even though you have a bid item for temporary paving.	No, you do not include temporary paving in item #52. If temporary paving is needed for item #52 it will have to be added by an extra work order.	2012-04-16 10:58:08
April 17 <sup>th</sup> 2012	103	Is there any kind of a detail for item #640? It just seems to me that you are taking something that should be very simple and making it very difficult. The last time I checked solvent weld is not allowed in underground installations.	There is no detail for the sanitary sewer cleanout. Sufficient amount of time was not given for the designer to supply this detail prior to the letting. Adequate information has been provided in the reference notes for construction, therefore this item shall be bid as shown in the contract documents.	2012-04-16 12:22:00
April 17 <sup>th</sup> 2012	103	Did you double up on Item #67 and leave out item #66 on the proposal by any chance?	All the bid items are shown in the proposal, although the 2599 numbers are in a different order from the plan.	2012-04-16 10:08:17
April 17 <sup>th</sup> 2012	104	Structural Steel Weight and Diaphragms are the same but the pintle plates should be in the weight?	Please see Addendum 17apr104.a01	2012-04-04 15:55:34

April 17 <sup>th</sup> 2012	104	There are only 110 total working days on this project and there are restrictions for the Indiana bat to have trees down before 15 Apr, and before the 17 Apr bid letting, then the topeka shinner with no disturbance in the river between may 15 and July 31. I know we are all supermen, but does that really make sense? This is a 400' bridge with deep piers not some 75' slab with encasements. The job as left is impossible to build in the time allowed, and bidding lots of penalty will be necessary. It seems like completion dates and work days get more unrealistic all the time. Should we not rethink these work days, its going to be closed all year anyway. How about 140 work days.	Please see Addendum 17apr104.a02	2012-04-11 16:41:42
April 17 <sup>th</sup> 2012	104	Does the pavement smoothness specification Section 2316 apply to this project?	Pavement smoothness specification Section 2316 does not apply to the project.	2012-04-13 16:09:57
April 17 <sup>th</sup> 2012	104	is there any subgrade preparation/special compaction under the paving that does not have the crushed PCC subbase?	No time to respond.	2012-04-17 09:40:07
April 17 <sup>th</sup> 2012	105	Since there is no item for surveying, I am assuming that surveying and staking will be done by others	Please see SHEET C.3 the last two paragraphs under general notes.	2012-04-12 09:59:26
April 17 <sup>th</sup> 2012	106	The L sheets show a C joint for the longitudinal joint, is this correct and only one,not three.	The L sheets are correct. The plan is to pave full width, with one "C" joint on centerline.	2012-04-11 15:59:23
April 17 <sup>th</sup> 2012	107	When will plan sheets be available to download and print via the bidx website for call #'s 107, 109, 111, 151, 163 and 164?	Now.	2012-04-04 15:58:25
April 17 <sup>th</sup> 2012	107	Please review the bid item for full depth finish patching. The quantity listed does not include enough square yards for the rumble strips. Thanks.	The Estimate Reference Information table on Sheet C.01 notes that the full depth PCC patch for the rumble strips is included with Item 51, Rumble Strip Panel (In Full Depth Patch).	2012-04-16 12:20:48
April 17 <sup>th</sup> 2012	107	Bid Item #22 shows bedding and porous material. Are these the same materials incidental in the culvert installation? It also shows 78 LF on the bid form with no apron sections but the tabulation sheet shows 84 LF. Can you specify which to use?	Backfill materials associated with Bid Item #22 are being paid by Bid Item #19, Flooded Backfill (also see Item 38, Flowable Mortar, which is installed at this location). The backfill materials shall meet the requirements shown in the Aggregate Gradation Table shown in the Appendix of the Standard Specifications. The table on sheet C.03 is a typo and should state 78 LF as shown in the Estimating Proposal.	2012-04-12 10:43:01

April 17 <sup>th</sup> 2012	109	In the specification. 2.01 concrete units. This specification is incorrect for Big Block walls. Please review. Also under 2.0 Cretex Concrete Products should be listed.	REFER TO ADDENDUM 17APR109.A01.	2012-04-11 16:00:12
April 17 <sup>th</sup> 2012	109	On sheet c.03 under modified subbase, B. requires that Modified Subbase meet section 2115 and 4123. And C. use of recycled PCC and HMA is not allowed. Does this mean that recycled PCC only can be used?	REFER TO ADDENDUM 17APR109.A01.	2012-04-11 16:00:38
April 17 <sup>th</sup> 2012	109	Bid item 1270 Sanitary Manhole Replacement includes the cost to connect to existing sanitary sewer pipe, can you identify the sizes of the existing sanitary sewers?	Per Tabulation 104-5B, List of Sanitary Sewer Pipe on Sheet C.13 and the profile on Sheet S.01 the existing sanitary sewer size is a 12-inch diameter clay pipe.	2012-04-11 16:03:35
April 17 <sup>th</sup> 2012	109	RE: Item #4 Excv. CL-10 Unsuit/Unstable Mat'l., There are two very different types of work required under this one bid item. Both types of work have unknown quantities. Each type of work will have considerably different costs to perform. Each type of work will have to be independently measured in the field. Please consider splitting this into two separate bid items.	This item will not be separated and should be bid as shown in the contract documents.	2012-04-11 16:02:55
April 17 <sup>th</sup> 2012	109	Where is the geotechnical report located for this project. I need it to have preliminary engineering done for the retaining walls	A Geotechnical report was completed for this project. Contact the Iowa Department of Transportation's Office of Contracts at 515-239-1414 for a copy of the report.	2012-04-11 16:05:52
April 17 <sup>th</sup> 2012	109	what is the specification for the LED Roadway Luminaire on this project?	Specifications for the LED luminaire can be found within the photometric data tabulation on sheet P.01.	2012-04-11 15:56:31
April 17 <sup>th</sup> 2012	109	Section F. Para. 3 on Pages 10 and 11 of 42 of SP-096041 states that poles are to painted over galvanized. However, Traffic Signal Project Note # 12 on Plan Sheet N.01 states that traffic signal poles shall be galvanized. Please advise which is correct. Thanks.	Paragraph 3 on pages 10 and 11 of SP-096041 states that poles and mast arms shall be powder coated over galvanized "where called for on the plans". Plan sheet N.01 note #12 and plan sheet N.20 (traffic signal pole quantity tab) specifies galvanized poles not painted over galvanized.	2012-04-11 15:57:07
April 17 <sup>th</sup> 2012	109	In regards to bid item# 0120. Where is the 1758.3 square yards of paving for the MidAmerican storage yard? Quantity overstated? Also, under bid item# 0110, it shows C.D. joints for the Kirkwood parking lot and C joints for the MidAmerican parking lot. Is this correct?	The MidAmerican Storage Yard Entrance is illustrated on sheets E.12, L.16 and L.17. PCC joints for both the Kirkwood and MidAmerican Parking Lots shall be "C".	2012-04-16 12:26:02

April 17 <sup>th</sup> 2012	109	Can you confirm that domestic, made in the USA DI water main fittings will be required based on the "For Federal Aid Contract" requirement of this project?	es, refer to Standard Specification 1107.06, paragraph B.	2012-04-17 08:51:56
April 17 <sup>th</sup> 2012	110	The estimate reference note for Item 5 indicates CD baskets at 15' spacing required. On sheet B.05, there is a not indicating "All joints will be C joints unless otherwise noted". Which note prevails?	CD baskets are to be used on the mainline paving at 15' spacing as noted. Sheet B.05 details a 10" thick pavement of 727.9 SY for radius and deceleration lane at State Hwy 92. 'C' joints will be used only on this 10" thick pavement.	2012-04-11 15:58:34
April 17 <sup>th</sup> 2012	110	Is a L-1 joint required on centerline? It is not referenced anywhere in the plans nor shown on the typical?	As previously stated the L sheets are correct. The plan is to pave full width, with one "C" joint on centerline.	2012-04-12 09:34:53
April 17 <sup>th</sup> 2012	110	Will pavement smoothness specification Section 2316 apply to the project?	Pavement smoothness specification Section 2316 does not apply to the project.	2012-04-13 11:43:23
April 17 <sup>th</sup> 2012	111	General Note # 21 on Plan Sheet N.1 states to "Relocate Existing Pole 2 as New Pole 4...". All other plan sheets indicate that Pole 4 is to be a newly supplied pole and not a relocated pole. Please clarify. Thank you.	Please refer to ADDENDUM.17APR111.A01	2012-04-10 09:37:40
April 17 <sup>th</sup> 2012	111	When I update the EBS file with amendment #1 it add the new item 0441 but not 0470.	The problem has been fixed this morning with addendum17apr111.a02.	2012-04-17 08:39:50
April 17 <sup>th</sup> 2012	112	Special Provisions include Part V - Pole Finish regarding powder coat over galvanizing, but no information is provided regarding color. The plan sheets do not indicate poles are to be painted. Please advise if poles are to be galvanized only or paint over galvanized. Thanks.	The signal poles are to be galvanized only (not painted).	2012-04-11 16:02:15
April 17 <sup>th</sup> 2012	112	Please confirm that all excavation required for the project is available in Areas #1 #2.	Yes, there is enough material available in area 1 and 2.	2012-04-12 10:58:19
April 17 <sup>th</sup> 2012	112	Plan indicates that the Class 10 is Plan Quantity. If a topo is done before the bid date and after the bid date if awarded the project a CAD file will be needed to set up GPS. If there is an issue with the quantity will the plan quantity be adjusted accordingly?	Project withdrawn from the letting.	2012-04-16 12:28:41
April 17 <sup>th</sup> 2012	112	Sheet N.8 specifies Type I pre-cast polymer concrete handholes. Will RM 42 concrete handholes be an approved alternate since poured in place concrete handholes are indicated as an option?	Project withdrawn from the letting.	2012-04-16 12:28:59



April 17 <sup>th</sup> 2012	112	Is the contractor required to hire an Engineer to design the footing for the traffic signal pole with a 75 foot long mast arm? If yes, will soil boring data be available?	Project withdrawn from the letting.	2012-04-16 12:29:16
April 17 <sup>th</sup> 2012	112	Are all traffic signal poles required to have transformer bases? In the past poles with mast arms in the range of 65' and longer have been supplied with fixed bases.	Project withdrawn from the letting.	2012-04-16 12:29:37
April 17 <sup>th</sup> 2012	113	sheet R.1--note 1 addresses access to the borrow--will the engineer make the key easily available for the contractors?? in the past this has been a problem and delayed progress. Can this requirement be modified for easier access??	No, per an agreement with MidAmerican Energy, the key is to be kept at the RCE's Office, to be picked up by the contractor in the morning and after locking up returned to the RCE's Office at night or when work in the borrow is completed.	2012-04-04 15:56:58
April 17 <sup>th</sup> 2012	113	Can the Detour Pavemnt be placed in HMA if so how thick? Also if HMA is allowed for the Detour paving will the paved shoulder 12" quantity (PCC by Plans) also be allowed in HMA? IF so will the thickness still be 12"?	Please refer to ADDENDUM.17APR113.A02	2012-04-12 15:42:01
April 17 <sup>th</sup> 2012	113	On tab 100-24 on sheet C.12 widths for detours 293 and 299 are shown at 16'. The Typical sections for these ramps are shown at 14'. Which is correct?	Please refer to ADDENDUM.17APR113.A02	2012-04-12 15:39:54
April 17 <sup>th</sup> 2012	113	On tab 112-9 sheet C.27 shoulder widths for detour 299 are shown at 4' and 6'. The typical sections show shoulder widths at 3'. Which is correct?	Please refer to ADDENDUM.17APR113.A02	2012-04-12 15:40:51
April 17 <sup>th</sup> 2012	113	Estimated Project Quantities Line Item No. 25 calls for Steel Beam G.R. Flared End Terminal, the Tab. 108-8A shows Steel Beam G.R. Standard End Terminals. Just trying to verify which one is needed?	Please refer to ADDENDUM.17APR113.A02	2012-04-16 08:35:51
April 17 <sup>th</sup> 2012	113	Line Item No. 55 on Estimated Project Quantites calls for 7 Steel Beam G.R. Barrier Transition Section and the Tab. 108-8A only list 2 Steel Beam G.R. Barrier Transition Sections? Please verify quantity needed?	On plan sheet C.13, Tabulation 108-8C lists an additional five (5) BA-205 for a total of seven (7). UPDATED ANSWER: CORRECTED WITH ADDENDUM.17APR113.A02	2012-04-16 08:37:06
April 17 <sup>th</sup> 2012	113	Tab 100-24 shows 2 locations for shoulder strengthening, can these be HMA, same as the 6318.9 SY under detour pavement reference #21? Thank You	Please refer to ADDENDUM.17APR113.A02	2012-04-12 15:38:50

April 17 <sup>th</sup> 2012	113	The Detour 203 SY quantity shown on Sheet C12, Tab 100-24, seems to be overstated. Could you check this quantity?	The quantities should be used as listed. Note that the pavement quantities for Detour 203 are represented by the bordered area shown on sheet F.1, not the shaded area. Detour 203 begins at station 206+50.35	2012-04-10 09:38:17
April 17 <sup>th</sup> 2012	113	This is a general question that applies to some of the typicals in both the (86) and (87) plans---several typicals show "ramp" paving---16' driving lane with 4' inside and 6' outside shoulders---some of these typicals include a 6" lens of granular subbase--can this be changed to added modified, or the specification requirement prohibiting construction traffic on granular subbase for these areas be waived--generally because of haul road access "ramps" have been constructed on some material we can back on with construction traffic to facilitate paving. Thanks	Please refer to ADDENDUM.17APR113.A02	2012-04-12 15:38:19
April 17 <sup>th</sup> 2012	113	Regarding site #1 as described on the proposal page 3 the contractor has 240 working days to complete. I would think this project should carry "free time" during the winter months. We are unable to find any "free time" language. Will "free time" be available ?	Winter work is defined in Article 1108.02.F. The proposal does not indicate working days will be charged during winter work ("winter free time will not be permitted"). Therefore, according to the specification, the Contractor may work between November 15th and April 1st with no working days charged if working days remain. Working day is defined in Article 1101.03.	2012-04-09 15:17:22
April 17 <sup>th</sup> 2012	113	Addendum dated April 9th regarding Plan IM-NHS-029-3(95)52--03-78 states to replace plan sheet C.02 with the attached new plan sheet C.02 and that Tabulation 108-23 was updated. Looking at the new plan sheet C.02, it appears that Tabulation 108-1 also changed. Light Pole R303 was completely removed. Is this correct? If so, will there be another Addendum to correct project quantities, highway lighting layout, etc.? Also, please clarify what bases are needed for the light poles. Tabulation 108-1 references RM-31 which is for lighting poles on T-Bases, but it also references RM-47 which is footing details for slip-base poles and RM-39 which appears to be footing details for poles not being used with T-bases. Thanks.	Please refer to ADDENDUM.17APR113.A02	2012-04-12 15:37:28
April 17 <sup>th</sup> 2012	113	(87)Removal of Pavement Item #26. Reference refers to tabulation 110-1 for locations and it refers to Tabulation 102-5 for existing pavement which trying to find, please advise location. Thanks	Please refer to ADDENDUM.17APR113.A03	2012-04-13 12:10:20

April 17 <sup>th</sup> 2012	113	When will the design file be made available? For those interested in the stringless paving option it helps to know what will be provided before the letting.	Now.	2012-04-10 12:15:45
April 17 <sup>th</sup> 2012	113	On project (86), sheet C.12, tab 100-24, W029S- Sta. 9516+34.1 to 9548+21.2. The 11,787.5 SY of Paving does not seem to match the L.3-L.8 sheets, nor the D.6-D.9 sheets. Could you review this quantity?	The paving quantity is correct. The "L" sheets are shaded wrong.	2012-04-12 15:36:34
April 17 <sup>th</sup> 2012	113	What type of truss footings are you using on this project? The Quantities dont mach the standard footings.	The truss footings are detailed on SOST-17-11. Quantities in Tab. 192-52 correspond to concrete quantities on this standard. The estimated project quantity matches the total of Tab 192-52. Please refer to ADDENDUM.17APR113.A02	2012-04-12 15:35:18
April 17 <sup>th</sup> 2012	113	The sign footing drawings (V sheets) under the traffic signs portion of this project are incomplete. There are no drawings for the 95' span sign truss (item #7) and the 100' span sign truss (item #8). These drawings should provide the structural design for the sign truss, footing details, bill of bars/reinforcing drawings, and related information similar to the V.1 to V.5 for the cantilever structure. Please provide.	See addendum 17apr113.A02.	2012-04-12 15:32:53
April 17 <sup>th</sup> 2012	113	On sheet P.10 of the lighting drawings, there are plan and section views of the tower foundations shown. These details show the foundation as a square spread footing type design. However, on the following sheet (P.11) it shows the foundation as 48" round. Please verify that the details on sheet P.10 are trying to show.	Purpose of detail is to show relation of tower control station to tower as well as grading around tower site. Foundation should be installed in accordance with Sheet P.11.	2012-04-16 08:45:11
April 17 <sup>th</sup> 2012	113	On sheet P.11, under note 4 of the General notes, it requires a fulltime "independent test agency". Will this agency be required to possess certain certifications and/or degrees. Or does a company that specializes in this type of construction meet this requirement. Please advise	The independent testing agency should reasonably have experience in construction of drilled shafts. The testing agency representative should also have experience in construction of drilled shafts. There is no specific certification or degree listed in either the note or Specification Section 2433 Concrete Drilled Shafts. Recommend contractor submit qualifications in accordance with Section 2433.03.B.2.	2012-04-16 08:43:45

April 17 <sup>th</sup> 2012	113	Item #75 - Electrical circuits states that this is for replacement of existing circuits to maintain lights and temp lights as needed. Does this bid item include conduit. If so, what sizes. Is this for installation of wiring, if so, what size and quantity. Generally a tabulation of the sizes/count for conduit/wire is given. Will a tab be provided. If not, how are we to bid on something that is completely open ended and as general as this item is. Please advise and clarify.	Please refer to ADDENDUM.17APR113.A05	2012-04-16 12:30:44
April 17 <sup>th</sup> 2012	113	I had asked a question about changing some of the granular subbase to modified on the "ramp" type paving--you did that with addendum number 1--thanks, I should have said detour also, could you take another look at the (86) plans and look at detour 293 on sheet b.12 to see if the same changes can be applied to it--it would really help constructability wise to do this wherever the design would allow it--thanks	Please refer to ADDENDUM.17APR113.A04	2012-04-16 08:42:32
April 17 <sup>th</sup> 2012	113	Can the spiral reinforcing on the drilled shafts on the lighting towers be rings in lieu of the spiral. Typical spacing would be rings @ the same size (#5) spaced at 4" and 6" to match the pitch of the foundation spirals. Payment would be on the plan quantity for weight of the spirals. This would be at the contractor's option on method. Please advise	Please refer to ADDENDUM.17APR113.A05	2012-04-16 12:31:28
April 17 <sup>th</sup> 2012	113	There are no drawings or details on the lighting controls stations for 15 of the 17 quantities of stations (only station "E" and "N"). Is the contractor responsible for sizing of the control stations main breakers and branch breakers and meet the requirements of RM-36, or are drawings to be provided. Please advise.	No additional drawings will be provided as contractor should not have to size any breakers. Contractor is responsible for providing RM-36 Control Stations that meet IaDOT criteria and include a 100VA control power transformer as called out in the description of Item 2523-0000400.	2012-04-16 11:40:55
April 17 <sup>th</sup> 2012	113	Under ADDM #1, the TAB108-12 for the lighting was changed and deleted qtys under R-3 and deleted circuit run N-4 among other items. What circuit now feeds W14 and is the conduit and hand holes deleted as well. Please clarify. I believe that this was a mistake and the only changes to this sheet should have been the traffic control notes. Please advise.	Please refer to ADDENDUM.17APR113.A05	2012-04-16 12:32:19

April 17 <sup>th</sup> 2012	113	Could you please provide further clarification as to what areas of the clearing grubbing are covered by item #10 - acre measurement and which areas are covered by item #20 - unit measurement?	Sheets U.9-U.12 show the areas for clearing and grubbing by acre.The remaining area is covered by units.	2012-04-16 12:34:46
April 17 <sup>th</sup> 2012	151	Unlike preveious lettings, we did not receive a green bid document when we ordered plans. I assume this will be standard practice moving forward considering the electronic bidding requirements. Is this correct? As long as we show up as an eligible bidder on the plan holders list is there anything else to be aware of? Thank you.	Not sending green bidding documents will be a standard practice from this letting forward. Please see the alert posted on the Bid Express Iowa home page. It contains specific information regarding the changes in letting processes.	2012-04-12 15:19:50
April 17 <sup>th</sup> 2012	152	The estimate reference #26, #27, #28 The last sentence states (tools and labor necessary to install mulch in accordance with the contarct documents) #26 and #27 are PCC sidewalk items and #31 is a removal of driveway item. Is the word mulch correct?	The word "mulch" is incorrect in all of the cited references.	2012-04-09 14:44:31
April 17 <sup>th</sup> 2012	152	Estimate Reference items #45,#46 are exactly the same description even though item #45 is for the 1" service and #46 is for the 2" service, could you please review. Also on both these items there is a statement where the granular backfill is incidental, and the next sentence states it is to be paid for as granular backfill by the ton, which is correct?	There is an obvious typo in #46. All references to 1" should be 2". Granular backfill will be paid for under the Granular backfill bid item.	2012-04-13 16:45:28
April 17 <sup>th</sup> 2012	152	Item #16 Estimate reference The first sentence states (for use around intakes as backfill), then the third sentence states (granular backfill is required for backfill for accessses, water,sanitary, and storm sewer trenches) Could you clarify if the backfill is just for inlets or for all the trenched items?	Backfill is for use around all utility trenches within 3' of the pavement.	2012-04-09 14:45:39
April 17 <sup>th</sup> 2012	152	Items #40,#41,#42,#43 water main items, in the estimate reference section, the third sentence(where the valve box terminates in concrete, install tracer wire outside of the box to a point 2 inches below the concrete and enter the valve box thru a drilled 1/4 inch hole) should this sentence be included in extimate reference #47,#48,#49 the gate valve bid items, not the water main items?	The tracer wire is installed as part of the water main pay item. While the work does involve modifications to the valve box, the DOT specifications that apply to the tracer wire are found in the section (2554.03) applying to water main.	2012-04-13 16:55:04

April 17 <sup>th</sup> 2012	152	I see on sheets D.3 and D.4 that there is replacement of p.c.c paving. Under what bid item is this under? Thanks.	Patches, Full Depth repair	2012-04-12 13:56:22
April 17 <sup>th</sup> 2012	152	Bid items #0060 and #0070 are a bust. Bid item for C.D. joints? Incidental? 16 dowels required per patch? See plan notes on sheet C.2. Also no reference to RR patching standards.	The SY and Count quantities are correct per the designer. There is no bid item for CD joints, if they are required they will be added by Extra work order/Change order. The patches shall be built according to the detail shown on plan sheet B.1. The details on B.1 do not show any reinforcing steel at the edge of the patch, if required it will be added by EWO/CO.	2012-04-13 16:52:04
April 17 <sup>th</sup> 2012	158	In the plans it calls for a detour for this project. I was wondering if there is a more detailed description of the detour than the details in the plans. There could be a large difference in how the detour part is bid for this project. Thanks	Not at this time.	2012-04-16 17:24:01
April 17 <sup>th</sup> 2012	162	Does the construction survey bid item (2526) include staking the sidewalk, landings, and ramp locations and elevations based on the details shown on the "S" sheets?	Yes, construction survey will furnish all survey necessary for construction of the project before work begins in the area.	2012-04-16 08:51:35
April 17 <sup>th</sup> 2012	164	Many of this projects (this one included) starting with 00A POTTAWATTAMIE do NOT have the plans online. Are you going to post them? Thanks.	Done.	2012-04-04 15:58:04
April 17 <sup>th</sup> 2012	205	On the Scott County job interstate 74, the shoulders have a lot of cracks. The question is all cracks to be routed and sealed or just the joint between the mainline and the shoulder. These shoulders are really cracked up bad.	The intent is to seal cracks in the mainline pavement and shoulders. The mileage quantity includes the shoulders.	2012-04-09 14:55:28
April 17 <sup>th</sup> 2012	210	On the I-35 job, does the longitudinal joint between the shoulder and mainline pavement get sealed and does the lbs of sealant reflect this?	Yes, the longitudinal joint between shoulder and mainline gets sealed. Yes, the quantity of sealant includes this work.	2012-04-16 12:16:33
April 17 <sup>th</sup> 2012	301	Is there an item for seeding on this project?	No, there is not a bid item for seeding on this project. Incidental seeding is required for disturbed areas per note 232-3A which was added/changed by addendum 17apr301.a01.	2012-04-13 18:06:43



April 17 <sup>th</sup> 2012	308	For the Tama Co. project (# STPN-63-5(47)--2J-86) that is part of this contract, there is a note that says bulldozers will not be allowed for use in clearing and grubbing (sheet C.1). Can excavators be used? What is the intent of that note. Shall it be cleared using other methods?	Please see Addendum 17APR308.A02	2012-04-13 17:56:20
April 17 <sup>th</sup> 2012	308	On the Tama County (47) set of plans Line # 1 (item #0660) Clearing and Grubbing of 13.6 acres. the reference note for this item says we cannot use dozers for the clearing and grubbing? What is an acceptable method? Are we to use an excavator and pluck each tree out and carry it to the roadway for loadout, or are we to use chainsaws and clear cut the trees and skid them off for load out and then perhaps grind the stumps?. Thank you	Please see Addendum 17APR308.A02	2012-04-13 17:56:44
April 17 <sup>th</sup> 2012	351	Are the quantities for items 0140 and 0150 flipped?	Please refer to ADDENDUM.17APR351.A01	2012-04-16 12:35:24
April 17 <sup>th</sup> 2012	502	What is the intial planting date for the trees?	Standard Specification 2610.03,E: Spring planting dates for evergreens are between March 1 and April 30, and for deciduous plants are between March 1 and May 15. Fall planting dates for evergreens are between September 1 and September 30, and for deciduous plants are between October 1 and November 30. Complete any plantings not completed by the completion date specified in the contract documents during the next planting period, unless otherwise directed by the Engineer.	2012-04-09 14:33:07
April 17 <sup>th</sup> 2012	502	With item #11 Clearing and Grubbing can the trees be burned on site ? and Stumps Buried ?	Please refer to Standard Specification Section 2101	2012-04-12 09:35:37
April 17 <sup>th</sup> 2012	502	Does IDOT have a list of approved suppliers for the tree shelters on this project?	Iowa DOT does not have a list of approved suppliers for tree shelters.	2012-04-16 08:41:29
April 17 <sup>th</sup> 2012	601	Is the bridge steel grating considered to be structural steel and must be blast cleaned and painted per spec?	Yes, it is structural steel and is should be blasted and painted.	2012-04-10 18:41:57

April 17 <sup>th</sup> 2012	981	I can't seem to find an existing driveway at Sta 803+60. The last station marker I can find is @ station 730+00 and if I continue on for a mile and a half the only thing that resembles an existing drive with a pipe is at 20751 Grape Rd, which is also C1X. Could this be the drive you are talking about? All of the other stations in Tab MC-1 were right on the mark. Also station 658+30 LT. you call for 6' of new construction, but you don't have a bid item for 30" RCP.	Please see Addendum 17apr981.a01. The station markers are stamped in the concrete in the NB lane of IA 13 in this area. There should be a station stamped every 500 feet....sta 790, sta 795, sta 800, etc. . The pipe at Sta 803+60 is not a driveway pipe, it is a pipe under mainline IA 13. It should be about 410 feet north of Bridge Street.	2012-04-05 17:48:46
April 17 <sup>th</sup> 2012	981	Item #0090 calls for a 54" Solid wall HDPE pipe. I cannot find a manufacturer of this size HDPE. Can an Aluminized Type 2 spiral rib(Ultra Flo) pipe be substituted? ALT2 per AASHTO M274 and Spiral rib per AASHTO M-36.	See addendum 17apr981.a02	2012-04-17 08:54:15
April 17 <sup>th</sup> 2012	982	Does item 3 "Delineator, Ridgid - Type 1A" include installation of the reference point plaques.	Yes, all new plaques.	2012-04-11 16:29:54
April 17 <sup>th</sup> 2012	983	After inspecting the site, there does not seem to be as many trees marked as indicated in the plans. Are all trees scheduled for removal currently marked?	Per the plan, all trees will be marked 30 days prior to letting.	2012-04-16 12:40:54
March 20 <sup>th</sup> 2012	001	The 5j1 bars appear to be missing from the bridge tabulation on page 17 of 36.	Please see Addendum 20MAR001.A02	2012-03-02 09:12:19
March 20 <sup>th</sup> 2012	003	The proposal includes 100 mobilizations for emergency erosion control. This seems somewhat excessive considering there are only 90 working days on the project and most of the other proposals including this mobilization for emergency erosion control include only one. Is this a typo that should actually be 1 instead of 100?	Please see Addendum 20MAR003.A01	2012-03-02 09:11:39
March 20 <sup>th</sup> 2012	004	I have visited the site for this bridge replacement. There are a lot of birds around the bridge. When I bid this project how will I know if I can begin work and not be delayed by the migratory birds?	The county is aware that there are migratory birds around the bridge. The county plans on taking steps to ensure no nests are built prior to contract award so the contractor's start is not delayed	2012-03-15 15:21:37
March 20 <sup>th</sup> 2012	004	100 Working Days are allowed to complete this project. It appears more working days are needed. There are four piers that could require cofferdams and the approach roadway work can't be completed until the bridge is substantially done. Can more working days be allowed?	The number of working days is tight in order to get the road open by mid-fall. The contractor should plan their work to complete the work in the allotted 100 Working Days. Liquidated Damages will be assessed according to Article 1108.08 of the Standard Specifications If addition Working Days are charged in excess of 100.	2012-03-16 10:12:28

March 20 <sup>th</sup> 2012	009	The plans list 433 CY of Class 20 Excavation, presumably for the two abutments. This seems to be substantially more than the actual quantity required for the two abutments. Is there additional Class 20 Excavation to be done on the project, and if so, where is this located?	The class 20 quantity includes excavation for new abutments and to shape the new berms and tie in to existing stream banks. Its noted in the General Notes on sheet 2.	2012-03-13 16:29:00
March 20 <sup>th</sup> 2012	011	There is a high power transmission line in very close proximity to the existing bridge. From the note on plan sheet 3 are bidders to conclude that the line will NOT be moved and that it will remain energized throughout the duration of the project? If the line is not relocated or de-energized proper safety clearance may not be obtainable.	The power lines will be moved by others prior to construction. The lines will remain in the vicinity of the bridge and will remain energized during construction so care will be required to maintain clearance. More information can be obtained from:John Monroe Mid American Energy 106 East Second Street Davenport, IA 52801 (563) 333-8186 JCMonroe@midamerican.com	2012-03-14 09:17:43
March 20 <sup>th</sup> 2012	011	The quantity for Item #0070, Epoxy Reinforcing, does not seem to be correct. Please advise	Not enough time to get an answer. Bid the quantity shown.	2012-03-19 14:10:13
March 20 <sup>th</sup> 2012	012	Due to groundwater,extensive dewatering is likely necessary for construction of the bridge piers. Where will the contractor be allowed to discharge ground water? If the local drainage district requires payment for any discharge what will the cost be and who will pay it?	There is a fee if the amount of underground water exceeds the capacity of the existing ditch and levee drainage structure. The Levee District believes that underground water is meant to stay there and any “extensive dewatering” proposed by the contractor that results in an increase in surface water will result in pumping fees charged by the levee district to the contractor. Generally this pumping fee will be assessed if the amount of water in the levee district ditch and levee outlet exceeds the capacity of the ditch to carry normal rainfall runoff.The pumping fee is a responsibility of the contractor.	2012-03-13 15:35:20
March 20 <sup>th</sup> 2012	012	A previous question asking who paid for the discharge for dewatering and the answer was the contractor. This puts a lot of risk and an unknown charge that is hard to bid. Can you reconsider?	Yes, see addendum20mar012.a02. The contracting authority will pay the costs charged by the levee district.	2012-03-16 12:42:07
March 20 <sup>th</sup> 2012	013	Plans note that survey is to be provided by the contractor. However, there is no bid item. Can a bid item be added for construction survey?	There is a bid item for construction survey. Line number 0190 on the proposal.	2012-03-02 11:43:29

March 20 <sup>th</sup> 2012	013	<p>There are numerous utilities shown conflicting with the bridge work. Has any coordination been done with the utility owners for relocation of the conflicting lines? If so can a schedule be provided? If these utilities are not completely clear by the late start date it won't be feasible to complete the amount of work required in the amount of time given in the contract.</p>	<p>MidAmerican Energy has scheduled their relocation efforts to start mid-March and be complete mid to late April. Mediacom has a fiber line on the existing MidAmerican poles on the south side of Grand Ave. This is scheduled to be temporarily moved out of the way and will go back on MidAm poles once their relocation is complete. CenturyLink(formerly Qwest) has numerous utility cables in the existing bridge. As noted on ERI Note 2, sheet C.01, "includes all costs of protecting and supporting existing utilities". As noted on J.01, "contractor shall protect the existing Qwest cables and fiber optic lines during demolition and construction". As noted on V.29, "Contractor shall provide temporary support and protect CenturyLink utility lines located in the existing bridge. Coordinate with CenturyLink which lines are to be relocated by others during the construction period and which lines will remain to be placed in new bridge". The current plan is for CenturyLink to bore under Walnut Creek, north of the bridge, as shown by the easement locations on sheet H.01. The final goal is to entirely relocate all CenturyLink utilities from the bridge to these new utility conduits. This will minimize the extent to which the bridge contractor may have to protect and support the existing conduits in the bridge throughout the project. Century Link is sending this work out for bid mid-March and borings can be expected to begin in 4-6 weeks. Additional time will be needed for CenturyLink to splice over their facilities and supporting and protecting the facilities as noted in the plans can be expected to extend into the summer.</p>	2012-03-13 16:02:29
March 20 <sup>th</sup> 2012	013	<p>Notes for Item 0770 Steel Tube Railing (item 56-sheet C.04)state that a footing is incidental to this item, but there are no details for a footing. Will a footing be required, or will this be installed on the bike trail?</p>	Refer to Addendum 20MAR013.A01.	2012-03-13 16:03:13

March 20 <sup>th</sup> 2012	013	Please advise if this job is going to require a NEW 60ft mast arm? Based on the General Notes, we are not sure if the project just requires removing the vertical mast arm mounting plates, fabricating and installing new mounting plates with gussetts and reinstalling the existing mast arm. General Note #'s 14, 16 17, refer to the existing arm, but also refer to a new arm and an unused arm.	Yes, there will be a new 60 ft mast arm. The new 60 ft mast arm is listed in the quantities table on Sheet N.01. As described in Sheet N.01 Note 14, the existing mast arm will be removed and the existing connection plates will be removed. As described in Note 16, there will be a temporary signal when the mast arm is removed, likely when flood gate is also removed and while construction equipment needs clearance for bridge. As stated in Note 16, the new 60 ft signal mast arm and connections to south tower will be installed and the removed mast arm will be stored on site and picked up by City. Additional information about the new 60' mast arm can be found on Sheet N.02 on Traffic Signal Pole Data Table, and Note 3 on that table.	2012-03-15 14:16:30
March 20 <sup>th</sup> 2012	013	Sheet V.11 "Concrete Placement Quantities" tab shows the east abut stem wall at 120.6 cy, the east abut footing at 240.0 and a total of 410.6 for the east abut. there appears to be a bust somewhere.	Concrete placement quantities for the east abutment footing should equal 290.0 CY not 240.0 CY. The east abutment stem wall at 120.6 CY and the total at 410.6 CY for the east abutment are correct.	2012-03-15 14:14:45
March 20 <sup>th</sup> 2012	014	Sheet #V32 Shows 12x12x4 Junction Boxes but on Sheet #V33 Shows the RM-37 Standard which is 16x12x06 Just wanted to verify which of the Junction boxes are required to be used on this project? Thank you.	Refer to ADDENDUM 20MAR014.A01.	2012-03-15 14:12:42
March 20 <sup>th</sup> 2012	014	Is the City of Des Moines providing the changeable message signs for this project? If not, should there be a line item for CMS? Thanks	Refer to ADDENDUM 20MAR014.A01.	2012-03-15 14:13:23
March 20 <sup>th</sup> 2012	014	Plan sheets J01 J02 reference changeable message signs. There isn't a item number for them. Are they to be part of the traffic control lump sum?	Refer to ADDENDUM 20MAR014.A01.	2012-03-15 14:14:00
March 20 <sup>th</sup> 2012	101	Item 170, Detour Pavement, includes all median crossovers and shoulder strengthening. Two different depths of pavement are called out for the crossovers, a 10" PCC vs. 12" HMA for crossovers that reference PV-504 (p.U.1), and an 8" PCC vs. 10" HMA for crossovers on pages U.2-U.5. Is this correct?	Yes it is intended to be this way. The crossovers with thicker pavement are subjected to more traffic thus requiring thicker pavement. There was one error though, Crossover #5 on Sheet U.6 should be 9" PCC or 12" HMA since it will be subject to all traffic traveling south on I380, please refer to ADDENDUM.20MAR101.A01.	2012-03-08 19:43:17
March 20 <sup>th</sup> 2012	101	Is it necessary to provide a KT-2 Joint for the PCC crossover option at stations 136+69 and 434+00 as page U.1 and PV-504 indicate. Both crossovers are to be removed in stage 6.	The KT-2 joint is if new pavement is being placed adjacent to the crossover. There should be a 'B' joint between the new crossover and the existing pavement.	2012-03-08 18:02:13

March 20 <sup>th</sup> 2012	101	The typicals on page B.11 require the PCC option for shoulder strengthening to be tied to the existing pavement. Is this correct?	Please refer to ADDENDUM.20MAR101.A01, as jointing on sheet B.11 has been changed.	2012-03-08 19:43:55
March 20 <sup>th</sup> 2012	101	What is to be done with the intakes from station 223+00 thru 232+00. It appears to be 5 intake located in the curb section of the existing highway.	The intakes and boxouts are to be used as constructed as shown on Sheets L.1-L.3.	2012-03-07 15:34:36
March 20 <sup>th</sup> 2012	101	Please recalculate mileage summary on A.1 By the D sheets paving begins at 133+57.18 and the deductions for bridges are larger than noted. Also mainline paving 405+55.10 to 428+90.86 is listed on both B.5 B.7 at different widths. I believe B.5 is correct due to the Auxiliary Lane Chart.	The Mileage Summary bridge length is the actual length of the bridge deck from paving notch to paving notch while the beginning and ending stationing callouts on the D Sheets are based on the beginning and ending locations of the paving Typical. The difference is that the D Sheets do not take into account the length of the bridge approaches. No adjustments are necessary. Station 405+55.10 to Station 428+90.86 for the mainline and inside shoulder was included in error on Sheet B.7. It belongs as Tabbed on Sheet B.5. Please refer to ADDENDUM.20MAR101.A01	2012-03-08 19:42:40
March 20 <sup>th</sup> 2012	101	The detour paving on this project has 2 different thicknesses if pcc--3 if acc----when bidding items by area, it is easier to allocate risks when only one depth of pavement is in a given pay item----can you change to one depth for all the pcc and one for all the acc to make the bidding process more traditional when bidding items by the square yard. Thanks	The bid item for Detour Pavement is a composite item made up of various pavement thicknesses. Contractors should base their bid on the quantities of each thickness listed in the plan. The contractor is eligible for a price adjustment per Article 1109. 16, paragraph C(2) if the composition of the various pavements placed are a significant change from what is shown in the plan and results in an increased cost to the contractor.	2012-03-13 15:52:30
March 20 <sup>th</sup> 2012	101	In the proposal, it is stated that the critical closure activity, and the 135 days allotted, is for all contract items in stages 1-4. Stage 1 includes patching, shoulder strengthening, and crossover construction which will necessitate lane restrictions in each direction, but not head to head traffic. Should the 135 closure days apply to stages 2-4 instead? Please clarify...thanks.	The proposal is correct, the critical closure activity is for all contract items during stages 1-4 because traffic is severely impacted during all these stages including stage 1.	2012-03-08 17:57:22



March 20 <sup>th</sup> 2012	101	The standard road plan for RK-20 bridge approaches show #8 bars at 12" centers, whereas the detail on sheet U.10 shows #8 bars at 6" centers. Are the #8 bars to be placed at 6" centers for only the Cedar River and Elk Run Creek bridge approach sections and at 12" centers for the other bridge approach sections?	That is correct. The Cedar River and Elk Run Creek Bridges have variable depth paving notches that result in a pavement thickness at the paving notch that is less than the 12" thick RK-20 Standard Road plan. The closer bar spacing is to compensate for the thinner pavement thickness in the area of the paving notches at these structures. The Bridges at McCoy Road and Poyner Creek will have new paving notches constructed to accept the Standard Road Plan RK-20 bridge approach that will be constructed at these locations.	2012-03-13 15:37:01
March 20 <sup>th</sup> 2012	101	Item 110 is for 1,655.5 Sys of 6" asphalt shoulder. The locations are detailed on plans sheets c.12 to c.14. 7156 Modified on B.12 states that 7" PCCP may be substituted for 6" asphalt at the guardrail locations. Please clarify. Can Item 110 be bid and built with 7 inch concrete in lieu of the specified 6" asphalt? Thank you.	The contractor may substitute 7" PCC for the 6" HMA.	2012-03-15 14:35:01
March 20 <sup>th</sup> 2012	101	Is it possible to provide a more detailed view or cross section of the I-380 Ramp A and B pavement in stages 2,3, and 4? The J sheets do not clearly show the thru traffic lane width, TBR placement with respect to this traffic, and the pad line available for paving. Thank you.	On Stage 2 and 3 there will be approximately 4' between the centerline of the ramp and the backside of the TBR to allow room for the side form and padline of the paving machine. On Stage 4 there will be approximately 2' of space for the padline between the centerline of the ramp and the backside of the TBR.	2012-03-15 14:31:19
March 20 <sup>th</sup> 2012	101	TBR placement and site conditions (drop offs) severely limit haul road access to staged construction on I-380 Ramps A and B on the south end of this project. Typically ramp paving is placed upon modified subbase. Substituting modified subbase on these ramps for the granular subbase that is tabulated would allow contractor access to this confined area. Please consider this change.	The plans show modified subbase in these areas.	2012-03-15 10:10:58
March 20 <sup>th</sup> 2012	101	Are the existing shoulders full depth 10" or another depth?	Information not available prior to letting.	2012-03-20 09:15:01
March 20 <sup>th</sup> 2012	102	The plans show earth shoulder construction--the proposal lists the items as earth shoulder finish--based on the work required by the item description in the plans, it should be construction--can you please change. Thanks	Please refer to ADDENDUM.20MAR102.A01	2012-03-02 14:16:51

March 20 <sup>th</sup> 2012	102	Bid Item 015 Railroad Approach lists 484 SY of paving. This equates to 198 lineal feet of 22' wide paving. Is the intent to reinforce this as per the RH-6 Standard? If so what jointing are we to use for transverse joints (CD or C) and will the reinforcing go through the joints or stop before. If not, are there only 2 transverse bars (one at each end) for each section of approach (6 total) or will there be a spacing for additional transverse bars? Thank you.	Please refer to ADDENDUM.20MAR102.A02.	2012-03-13 15:56:39
March 20 <sup>th</sup> 2012	102	Item #13 Manhole Adjustment, Minor has a plan note "old manhole casting shall become property of City of Everly". Who provides the new casting? The item is for adjustment only.	Standard Specifications Section 2435.03,D,2,c: "Install new casting on modified adjustment ring stack. Existing casting may be reinstalled when specified in the contract documents."The contract documents did not say to use the old ones so the contractor is to furnish new ones.	2012-03-15 14:33:54
March 20 <sup>th</sup> 2012	103	Are the sanitary manholes tabulated so I can get a height on them? I can't find a total of 4. Are some meant to be modified per drawing SS-100M1 on sheet C.7? The manholes at sta 10+90 and 14+90 (approx)on Main St are under pavement that does not get removed. Sheet W.5 shows the removal and replacement of the 8" sanitary sewer under pavement that does not get removed only overlaid. Am I missing something? Thanks	Refer to Addendum 20MAR103.A01.	2012-03-08 18:03:03

March 20 <sup>th</sup> 2012	103	<p>Bid Item 0350 I do not see any surfacing removal and replacement noted in the plans or shown on page W-5 for replacement of the existing sanitary sewer. Sanitary sewer replacement is in the existing street. Bid Item 0360 How many services are anticipated as 8" x 4" service wyes are incidental as well as fernco couplings to adapt to the existing services. Are these services to be connected with the minimum amount of pipe for reconnection as there is no surfacing removal or replacement noted on plans. Bid Item 0610 How many feet of 3/4" copper service is incidental to this bid item. There is a plan note stating that aprox. 760 L.F. of service will need to be installed by boring under existing slabs. There is no notation stating how many feet of 3/4" copper will need to be open cut. Plan does not show the termination of the longer services under the slab, therefore the services cannot all be scaled. Also, It appears that in many cases, there is existing concrete or asphalt in the area of the connection to the existing service line where a new curb stop is needed. I do not see any provision for surfacing removal and replacement in the quantities. Should there be a revised proposal addressing these issues rather than including so many incidental items into the bid item of which can not be verified.</p>	<p>Bid Item No. 0350: Pavement removal for the Sanitary Sewer installation was estimated at 8 feet wide and added to bid item no. 038 by Addendum No. 20mar103.a01. A total of 281.6 SY of pavement removal was added for the Sanitary Sewer and Manhole replacements not shown on the original plans. In Division 5, bid item no. 6, 7 inch thick PCC pavement would increase by this same amount, although this is a field measured quantity and, as such, will always vary from the bid quantity. Bid Item No. 0360: Fourteen services are anticipated on the new eight inch sanitary sewer installation; each stub is estimated at five to six feet from the new 8x4 wye to the "ferco" connection to the existing service line. Thus, the bid quantity was estimated at 80 feet total for 14 stubs at between 5 and 6 feet in length. Bid Item No. 0610: There is a total of 1250 feet of 3/4 inch copper service line, of which 760 feet will need to be bored (pushed or pulled) under existing pavement following an existing service line being replaced. Thus, approx. 490 feet of service line would be open cut. Pavement removal and replacement is estimated and covered under bid items 38 and 6 for Division 5, Sewer and Water. Any removal not marked would have been inadvertent by the designer, as all removal and replacement will be measured for payment under Bid Items 38 and 6.</p>	2012-03-16 10:45:03
March 20 <sup>th</sup> 2012	105	<p>What is item 0100 concrete footings for? There is no bid item for steel post. I don't understand what they are trying to do with them.</p>	<p>There is a bid item for wood posts. The footing is for the wood posts.</p>	2012-03-13 15:31:15
March 20 <sup>th</sup> 2012	106	<p>We are coming up with very different quantities than what is shown for the class 10 quantities. Can you please provide T sheets or a better break down of the earthwork quantities so we can see where this dirt is coming from and what the haul distances will be?</p>	<p>Please refer to ADDENDUM.20MAR106.A01</p>	2012-03-15 14:31:50
March 20 <sup>th</sup> 2012	106	<p>Item #21 shows an Sw-541 Inake on Scott boulevard. Is this a remove and replace item? Also can you specify which sheet this is on as well the depth of existing and proposed intake?</p>	<p>Please refer to ADDENDUM.20MAR106.A01</p>	2012-03-15 14:32:35

March 20 <sup>th</sup> 2012	108	The typicals on B.01 show a portion of the project from about 174 to 246 being 30' wide. Can a 24' pour be made in this area and the 3' shoulder on each side added later--it would appear there may not be enough shoulder for a padline in this area to do 30' mainline pours---the typical does not show an added l or k joint at 12' either side of centerline as an option. Will Linn County allow three pours instead on one?Thanks	Please refer to ADDENDUM.20MAR108.A02	2012-03-16 10:48:33
March 20 <sup>th</sup> 2012	108	The quantities for the White edgelines show for only one of the edgelines. Do we need to add another 322.24 stations for the second edgeline?	Please refer to ADDENDUM.20MAR108.A03.	2012-03-13 15:34:34
March 20 <sup>th</sup> 2012	108	What item is paying for the 6" subbase under the intersection taper at Scoby Road NW. Is any material needed going to be paid for under the Granular Shoulders pay item?	See reference note #9 for Removal of Pavement on sheet C.01	2012-03-19 14:39:53
March 20 <sup>th</sup> 2012	109	Is there any borrow information other than 400 ft Rt of Sta US 34 455+00? Thanks	This proposal/project has been withdrawn from the letting, ADDENDUM.20MAR109.A01	2012-03-02 09:10:09
March 20 <sup>th</sup> 2012	110	Access from Inman Drive, can the chain link gate be removed for access from Inman Drive to the gravel trail leading to the proposed concrete trail as long as it is reinstalled later and can the contractor use part of the open field to run concrete trucks alongside the proposed trail?	THE OPEN FIELD ALONG THE TRAIL IS CEMETERY EXPANSION AREA OWNED BY THE CITY AND CAN BE USED FOR THE DELIVERY OF CONCRETE. The chain link fence and gate may be removed and replaced for access to the trail off of Inman Drive. Contractor shall be responsible for restoring the fence and haul routes.	2012-03-19 15:41:56
March 20 <sup>th</sup> 2012	111	The estimate reference on sheet 2, items 10, and 11 reference 'b' joints at 12.5' centers for transverse joints--isn't this a typo, and should read 'c' joints. Thanks	You are correct. This note should read type 'C' joints at 12.5' centers per PV-101.	2012-03-02 12:16:22
March 20 <sup>th</sup> 2012	113	Please check the grooving tab on sheet C.6---the bridges at 319+50 don't look long enough to be the same as the ones over the Racoon (I think it is Highway B14--not 4)--just looks odd that all 5 bridges are the same quantity--thanks	Refer to ADDENDUM 20MAR113.A01.	2012-03-15 14:17:05
March 20 <sup>th</sup> 2012	113	This relates to the (57) west portion of the project. I cannot find what pay items cover the paving and removal of the runaround detailed on sheet J.1 for stage 1, D-1. Also I can find no geometrics for this same run around to determine paving widths, etc. Thanks.	Refer to ADDENDUM 20MAR113.A01.	2012-03-15 14:23:29

March 20 <sup>th</sup> 2012	113	West job (57) plans--can some stationing be added to the J. sheets so that it is easier to determine locations. Thanks	Refer to ADDENDUM 20MAR113.A01.	2012-03-15 14:22:58
March 20 <sup>th</sup> 2012	113	West job (57) plans--can we get some additional geometrics on the Highway 71 paving and the interchange--most of the geometric drawings that relate to the area have no cross slopes etc, and the joint details have the lines, but no dimensions. Also are there any geometrics and joint details for the scale work shown on sheet D.13. Thanks	Refer to ADDENDUM 20MAR113.A01.	2012-03-15 14:18:08
March 20 <sup>th</sup> 2012	113	West plans (57) tab on C.11 for curb removal refers to road with "3000" series stationing, and I cannot find a side road with that stationing--can you clarify--thanks	Refer to ADDENDUM 20MAR113.A01.	2012-03-15 14:17:35
March 20 <sup>th</sup> 2012	113	On the (57) project please review the tab on sheet C.7 and clarify Needham's subbase. The typical referred to shows modified (clarify thickness of subbase whatever it is in typical 2201M on sheet B.2 also please), The math doesn't check between plan quantity and the tab column total for the subbase. The earlier question about the geometrics of the weigh scales will require a typical too, so we know depth etc of the subbase. Thanks	Refer to ADDENDUM 20MAR113.A01.	2012-03-15 14:24:20
March 20 <sup>th</sup> 2012	113	The bid quantity for item 0410 Temporary Barrier Rail, Concrete shows a quantity of 1364 M, but the estimated quantity notes show 2244 M. Which is correct?	Refer to ADDENDUM 20MAR113.A01.	2012-03-15 14:25:25
March 20 <sup>th</sup> 2012	113	Could L sheets for the weigh station areas be provided?	Refer to ADDENDUM 20MAR113.A01.	2012-03-15 14:25:56
March 20 <sup>th</sup> 2012	113	Bid item 0610 paved shoulder has 32,336.6 M2, are the paved shoulders for US 71 to be included in this bid item total? Tab 112-9 pg C.10 appears that they are in the total but addition shows that they are not. Please advise.	Refer to ADDENDUM 20MAR113.A01.	2012-03-15 14:38:20

March 20 <sup>th</sup> 2012	113	Could the modified subbase for the ramps on the west job be reviewed? The quantities appear to be understated. (Padline possibly missing?) Also, no subbase appears to be tabulated for the "G" areas (ramp tapers and gores) for either the west or east project.	Refer to ADDENDUM 20MAR113.A02.	2012-03-16 17:05:22
March 20 <sup>th</sup> 2012	113	Is a BT-5 joint an acceptable alternative to tie bid item# 0610 to the mainline paving? Thanks.	Refer to ADDENDUM 20MAR113.A02.	2012-03-16 17:05:54
March 20 <sup>th</sup> 2012	113	(57) On the tabulation of pavement 100-24, is it possible the M2 areas "A, B and C" are duplicated on Ramp C and D? It appears it is calculated under "Ramp C and D U.S. 71" and also "U.S. 71 - Ramp D and C"	Refer to ADDENDUM 20MAR113.A02.	2012-03-16 17:06:26
March 20 <sup>th</sup> 2012	113	On the (57)west project, Sheet C.7, Tab 100-24. Is it possible the Ramp C and D areas "A, B and C" are duplicated on the ramp alignment tab and the US 71 alignment tab?	Refer to ADDENDUM 20MAR113.A02.	2012-03-16 17:06:54
March 20 <sup>th</sup> 2012	113	Could the pavement tabulation for the west project be reviewed? Specifically, six areas are called out for the weigh station. However, it appears that only four were carried over to the total column.	Refer to ADDENDUM 20MAR113.A02.	2012-03-16 17:07:54
March 20 <sup>th</sup> 2012	113	Have the square meters for the special area been accounted for in square meter totals. Please see sheet C.7 Tab 100-24. Thanks.	Refer to ADDENDUM 20MAR113.A02.	2012-03-16 17:07:25
March 20 <sup>th</sup> 2012	113	Addendum 1 added the quantities for the detour work at the Highway 71 end--these were not in the plan or proposal quantities--the working day period should be extended for this additional work--it would seem 10 to 12 working days would be reasonable. Thanks	No working days will be add to the contract period.	2012-03-16 10:43:26
March 20 <sup>th</sup> 2012	113	Is there a typo on page 5 of addendum20mar113.a01? The line number and the units don't match my ebs files.	Yes there is a typo. The correct line number is 0571 and the units are M2. These are correct in the ebs files.	2012-03-16 09:09:52



March 20 <sup>th</sup> 2012	114	We are assuming that the "Required Cu. Yds." listed on the borrow sheets are the quantities to be taken from each borrow and we cannot take more from one and less from another. Is this correct?	No, you don't have to remove exactly what is in the required column. For example, Borrow "U" was designed for 184,000 CY but we only have 110,000 CY in the required column on the R sheet. If the contractor chooses to maximize Borrow "U" and excavate all 184,000 CY that is available, they can. But this won't match your T sheets and how the earthwork and overhaul were calculated.	2012-03-13 16:01:44
March 20 <sup>th</sup> 2012	115	On sheet C.02 in the traffic control plan note 1 indicates that construction shall be "staged so that residents along the route will have access to their homes and driveways daily". Will this require half width paving, or paving it from differnt directions and waiting on cure time so they can get in and out from the roadway with vehicles ? Or will we be able to move in once, start paving and continue until done with the pcc work, and allow the residents access the best we can using the shoulders, which may involve a few days of walking ?	We currently have a 50' top out there and are figuring they will use the shoulders to provide access to the residents. This may involve a few days of walking or getting a path knocked down for a four-wheeler or maybe even a car to access down one side of the slab (should be plenty of room for that, in the past contractors have pulled the string line behind the paver on one side and bladed down a path). We want the paving done as quickly as possible. Most of the residents are understanding of the situation and will live with the inconvenience for a few days to end up with a paved road.	2012-03-13 15:59:21
March 20 <sup>th</sup> 2012	116	Will a PCC shoulder alternate be added? what are the criteria used in making the determination for ACC shoulders on this project vs the Sac County projects in this letting?	Please see Addendum 20MAR116.A01	2012-03-02 09:52:39
March 20 <sup>th</sup> 2012	116	Is a BT-5 joint an acceptable alternative to tie bid item# 0930 to the mainline paving? Thanks.	Please see ADDENDUM 20MAR116.a03	2012-03-13 16:28:25
March 20 <sup>th</sup> 2012	116	Item # 0020 Special Backfill on the proposal shows tons to be the unit of measurement. The plans show cubic yards to be the unit of measurement. Which one is correct? Thank you	Please see ADDENDUM 20MAR116.a01	2012-03-13 16:27:49
March 20 <sup>th</sup> 2012	116	Addendum 20mar116.a04 changed Line No 0020 from TON to CY. This change added approximately 55,000 tons of special backfill to the project. Shouldn't additional working days also be added when this large quantity adjustment was made? Are working days assigned based on plan quantities or on proposal quantities?	The addendum changed the units in the proposal to match the plan. The plan already had CY. No quantities were changed in the plan.	2012-03-13 15:28:18
March 20 <sup>th</sup> 2012	151	What color is specified for the colored/stamped concrete?	Color shall be dark red concrete, please refer to SP-090187 for additional details.	2012-03-01 15:45:36

March 20 <sup>th</sup> 2012	151	Who supplies the anchor bolts for the light poles? What are the specifications and size required? Is the tab MSA-8 referred to in estimate reference info missing?	The anchor bolts are provided by the contractor. The detail on sheet P.1 shows the size and patten for installation.	2012-03-13 15:55:40
March 20 <sup>th</sup> 2012	151	Can an item be added to pay for the temporary asphalt sidewalk? This will be too big and too expensive of an item to just make it incidental. Due to existing underground conditions that usually dictate the size of the excavation in projects of this nature it is impossible for a contractor to be able to predict how much temp sidewalk will be needed. There are too many unknowns to make the contractor take all the risk on this item. Thank you	Yes. Please refer to ADDENDUM.20MAR151.A01	2012-03-13 15:33:05
March 20 <sup>th</sup> 2012	151	What material is under the curb and gutter sections that the contractor has to protect? Is there pavement, rock, or dirt and is this material sufficient enough to be able to protect this curb and gutter while excavating next to it? Thank you	Compacted Subgrade. We stated in the typical to protect the integrity of the subgrade under the curb and gutter by grading a 2V:1H slope.	2012-03-13 15:53:42
March 20 <sup>th</sup> 2012	151	TAB MSA-20 on sheet C.12 states that bedding and backfill shall be crushed gravel for sanitary sewer and water main. Is all this bedding and backfill material included in the Granular Backfill item? Does all sanitary sewer and water main on this project need gravel backfill or just what's under the road and is all this material covered under the granular backfill item? Please clarify. Thank you	All water main and sewer pipe shall receive bedding. This shall be furnished inclusive to the pipe being installed, per IA DOT Standard Spec. The granular backfill shall be provided for all trenches under roadway or driveways. That is paid for under "Granular Backfill". Trenches in the terrace areas can utilize existing material as long as the contractor can adequately compact the material. ADDITIONAL RESPONSE: SEE ADDENDUM20MAR151.A02.	2012-03-19 13:52:34
March 20 <sup>th</sup> 2012	151	The plans state that sanitary manholes shall be cast iron. Is this correct? Please clarify. Thank you	Sanitary manhole castings are cast iron, not the manholes themselves.	2012-03-13 15:53:06

March 20 <sup>th</sup> 2012	151	It appears that the new sewer will be installed within 7' or 8' of the existing curb and gutter to remain in place. The sewer is up to 12' deep in some areas where the curb is scheduled to remain. In these areas the curb will probably have to be removed and replaced. Will the extra removal and replacement that may be needed in many areas on this project be paid under contract items or is the contractor expected to shore the curb or protect it in some way? It would much faster and cost effective to remove and replace the curb in these areas than it would be to protect it. Thank you	The plans were prepared such that the existing curb and gutter in most locations would remain in place. Should a contractor find it more economical to remove and replace the curb in order to install the sanitary sewer, removing and replacing the curb would be the contractor's expense.	2012-03-13 15:50:21
March 20 <sup>th</sup> 2012	151	Per SP-090186 if a vehicle must drop off a wheelchair at a home and the road and sidewalk is tore up, does the van drop off the passenger at the street corner or at the passenger's home residence front step?	Regarding SP 090186, the contractor will be required to provide access to residents' houses during construction. The contractor will be expected to maintain the work zone in a manner as necessary to be able to pick up/drop off a resident at their front door.	2012-03-13 15:49:41
March 20 <sup>th</sup> 2012	151	Is a mini van with a wheel chair lift accomodating six people an allowable vehicle to use? Trouble meeting the requirements.	Please refer to ADDENDUM.20MAR151.A01	2012-03-13 15:31:54
March 20 <sup>th</sup> 2012	151	Is the DOT handling the detour as stated on C.5 under the traffic control plan or is the contractor responsible for the detour as stated on sheet J.01	Please refer to ADDENDUM.20MAR151.A01	2012-03-13 15:33:51
March 20 <sup>th</sup> 2012	151	Does the \$350.00 watering mobiliztion (sod) apply to this project?	No.	2012-03-16 10:00:34
March 20 <sup>th</sup> 2012	151	The plans show that the water main changes from 12" PVC waterman for trenched to HDPE for the trenchless. Is this correct? Switching to HDPE will be much or expensive and will have to be fused together. Also in this small area the bore pit will not be able to be large enough to accommodate the HDPE. With CERTA-LOK we will be able to put the pipe together in the hole. Could CERTA-LOK be used in lieu of the HDPE?	Yes, you can use certa-loc. See addendum20mar151.a02	2012-03-19 13:48:01

March 20 <sup>th</sup> 2012	151	Is there any more information available for the special back fill item? The plans say that it is to be used as backfill for unsuitable materials but it does not mention where they think that might be. It is a large quantity. Can you please provide information on how this quantity was established?	The Special backfill was calculated by length of pipe under pavement surfaces, by trench width, by trench depth. The contractor will be paid for all trench backfill under pavement areas with Special Backfill, TON. ADDITIONAL RESPONSE: SEE ADDENDUM20MAR151.A02.	2012-03-19 13:53:34
March 20 <sup>th</sup> 2012	151	Item #20 reference note states that the MH adjustment is incidental to the new MH installed but Item #21 Tab 104-10 MH Adjustment Minor lists the same Manoles, are you doubling up on this?	Since the adjustment is accounted for under the bid item manhole adjustment minor, it will be paid for with that item.	2012-03-19 14:04:48
March 20 <sup>th</sup> 2012	151	On Sheet M.09, Survey and Layout, the owners consultant will provide water and sanitary stakes. Does this mean that the contractors construction staking is to provide everything else but sanitary and water? Or is the contractor to supply survey for the whole project?	Yes, contractor will provide survey for everything except sanitary and water.	2012-03-19 10:47:28
March 20 <sup>th</sup> 2012	151	Is the information for Item #78 correct? It seems to me you have this mixed up with Item #30.	The information is correct. #78 is for water main and #30 is for sanitary.	2012-03-19 09:25:33
March 20 <sup>th</sup> 2012	152	Will watering the Wood Excelsior Mat be required, if so does the 350.00 watering Mobilization apply?	Per specification, watering is required for Wood Excelsior Mat and the cost of watering is included in the price bid for Wood Excelsior Mat. No, mobilization for watering will not be paid.	2012-03-16 10:07:55
March 20 <sup>th</sup> 2012	154	On the typical HMA resurfacing cross section on sheet B.1 it lists the depths for the intermediate and surface courses of asphalt to be the same. The stations with intersections listed have different quantities per station for the intermediate and surface yet have the same thicknesses, why are the quantities different?	The quantities listed are not per station but the amount required for that individual station range. The quantities are different because of the runouts of the intermediate layer.	2012-03-02 12:14:17
March 20 <sup>th</sup> 2012	155	Bid Order 155 in Cass County requires a 10 inch depth for the macadam stone. It is difficult to make a 10 inch trench with available equipment. Would the DOT consider changing the depth to 8 inches?	No. The DOT will require a 10 inch depth for the macadam stone. The contractor should include all costs to excavate and place stone in the respective unit bid prices.	2012-03-19 14:23:29
March 20 <sup>th</sup> 2012	156	On the typical HMA resurfacing cross section on sheet B.1 it lists the depths for the intermediate and surface courses of asphalt to be the same. The stations with intersections listed have different quantities per station for the intermediate and surface yet have the same thicknesses, why are the quantities different?	B.O. 156 does not have resurfacing. It is 2 paved shoulder projects. Check your proposal.	2012-02-29 08:51:10

March 20 <sup>th</sup> 2012	157	Is there any way we can get more info on the depth of the pavement scarification item especially for the areas that deal with the PCC overlays.	This is an HMA resurfacing project. In the future please submit your name and company. We will not answer questions submitted by a false name.	2012-03-19 08:56:24
March 20 <sup>th</sup> 2012	158	Plan sheet B.01 has a CIPR depth of 4" noted on the finished typical section. The table of design quantities notes a CIPR depth of 3". What depth is desired? The quantity for asph. stabilizing agent would suggest a 4" depth. thanks	See Addendum 20mar158.a01	2012-03-13 16:25:55
March 20 <sup>th</sup> 2012	159	For the base widening item; the quantity in the plan is 705 SY but when calculated using the standard detail and the tabulation the quantity should be 1411 S.Y. Also, the stationing on the standard detail and tabulation are slightly different.	Please see Addendum 20MAR159.A01 The tabulation of Areas for Pavement Base Widening on sheet C.04 should be used for the base widening quantity. The detail is for treatment for Granular and Earth Shoulders on highside of Curves Superelevated 7% or greater. There are intersecting side roads which are removed from the stationing in this detail so the stationing are not measuring the same items.	2012-03-02 12:03:59
March 20 <sup>th</sup> 2012	161	On Section 5 there is a bid item for full depth repair patching but there is no information listed in the plans. Thanks.	Refer to ADDENDUM 20MAR161.A01.	2012-03-15 14:26:40
March 20 <sup>th</sup> 2012	173	Existing pavement depth? Replacement depth of patches for bid items 0100 and 0110.	See addendum 20mar173.a01	2012-03-02 14:16:28
March 20 <sup>th</sup> 2012	174	Re: Est. Ref. note on item # 1: Special Backfill regarding no payment for SB required for curb and gutter: what is the thickness of special backfill under the curb and gutter? And if it is required, how will the excavation for Special Backfill displacement be paid?	Special backfill is only shown under the 31' reconstruction area. No special backfill is required in the curb replacements areas shown in tab. 110-4 on sheets C.7.	2012-03-19 14:58:26
March 20 <sup>th</sup> 2012	208	Replacement depth of patches for bid items 0140 and 0150? Thanks.	Please see Addendum 20MAR208.A01	2012-03-07 15:35:28
March 20 <sup>th</sup> 2012	304	The general notes on sheet C.01 state that Linn County will be responsible for the staking of the project. Will they also topo the contractor furnished borrow for pay quantity or, if not, will the contractors own topo of the borrow be acceptable?	Following Standard Specification 2102.04(A1), the plan quantity will be followed. If the contractor disagrees with the quantity or would like actual measurements, they must request so in writing. If requested, Linn County will perform the topo of the borrow.	2012-03-13 15:36:25
March 20 <sup>th</sup> 2012	304	The proposal for this project included SS-09016 (Supplemental Specifications for Flexible Paving Mixtures). There are no items for asphalt paving and no notes we can find that indicate that asphalt work will be required. How does this supplemental specification apply to this project?	It was added in error.	2012-03-13 09:57:59

March 20 <sup>th</sup> 2012	308	Regarding the building removal. Review of the inspection report on sheet U.11 leads us to believe the building has been inspected for the presence of hazardous waste, and there are no notes indicating the presence of such. Is this correct? Does this include asbestos?	This is correct. The building has been inspected for hazardous waste and asbestos. Any concerns with these materials would have been removed prior to the letting of this parcel for demolition.	2012-03-19 10:47:49
March 20 <sup>th</sup> 2012	308	Storm pipe under primary roadways is required to be bedded/backfilled with rock. Does this include piping parallel to the roadway, within 3-ft of back of curb?	All storm sewer pipe shall be bedded with granular material per standard specification. If unsuitable material is encountered backfill trench with an approved suitable material. If unsuitable material cannot be found on the project site the contractor shall backfill the trench with an approved granular material and will be paid for the amount of material used per load tickets.	2012-03-20 09:30:54
March 20 <sup>th</sup> 2012	502	Intended to be seeded May and Sept--What is to be seeded when? Can clearing and grubbing and debris removal be done after seeding?	There are no predetermined areas that needed to be seeded in either the spring or fall. The intent is for everything to be seeded this spring, although it is recognized that some of the seeding may not get done due to the work associated with clearing and grubbing, clean-up of debris and some minor grading. The clearing and grubbing and debris removal can be done after the seeding, but the contractor should recognize that any damage to newly seeded areas by this activity would need to be repaired at the contractor's expense.	2012-03-13 16:23:57
March 20 <sup>th</sup> 2012	502	Are the seed and fertilizer quantities correct? The seed quantities are 5 times the normal rate and usually native grass doesn't, use fertilizer.	The quantities are correct. The area being seeded is covered with silt which has little organic matter or nutrients. Therefore, we are using a higher rate of seed and including fertilizer to offset these challenges.	2012-03-16 10:44:23
February 21 <sup>st</sup> 2012	002	This projects has bid items for 200 flaggers and temporary signals. Are both of these correct?	Yes: Stage 1 will be handled with TC-213 Lane Closure with Flaggers. Stage 2 will be handled with TC-217 Lane Closure with Signals and TBR. Reference Staging Notes on Sheet J.1 TAB 108-26A	2012-02-08 17:33:41
February 21 <sup>st</sup> 2012	002	To continue on from a previous question, Stage 1 no doubt needs flaggers, but 200 days (100 working days) for 600 sy of detour paving??	See addendum 21feb002.a02.	2012-02-09 16:55:14



February 21 <sup>st</sup> 2012	003	The plan notes state, "The new neoprene gland is to be placed as one continuous piece from end to end of the steel extrusion." With the general notes also saying that "Construction shall be done in stages with at least one lane of traffic maintained at all times in accordance with the "Traffic Control Plan" note", how is it possible to place the neoprene gland as one continuous piece? On an associated matter, since at least one lane of traffic must be maintained, will two traffic control setups be required on each bridge, just to water test the glands, 1/2 at a time?	Typically the contractor will start at the curb and install the gland toward centerline. Once he reaches the centerline they'll leave the remaining portion of the gland rolled up and divert traffic to the completed side. Then, they'll then finish the installation. The contractor will need two traffic setups per bridge to install the gland and also to test to make sure it's water tight.	2012-02-15 14:50:18
February 21 <sup>st</sup> 2012	003	The project calls for removing and replacing the neoprene glands, but just cleaning the steel extrusions. If the steel extrusions are deteriorated to the point that they will not retain the neoprene gland as originally designed and the watertight integrity test cannot be passed, how will this situation be addressed?	The work should be bid as shown in the contract documents. If the existing conditions present differently than as shown in the contract documents changes will be handled in the field.	2012-02-15 14:51:39
February 21 <sup>st</sup> 2012	004	Plans call for 6" HMA Paved Shoulder. Proposal says 8" ??	Refer to ADDENDUM 21FEB004.A01.	2012-02-07 18:43:39
February 21 <sup>st</sup> 2012	004	The project has 2 nearly identical bridges. Design #712 has a bid item for "additional deck overlay concrete" and #812 does not. Was that bid item left off the second bridge by mistake?	No the item was not accidentally left off the 812 plans. The 712 bridge has a dip in the existing profile that needs to be fixed. Therefore, we are specifying a final profile on this bridge rather than just using the standard depth of overlay. The additional item is for payment for the additional depth beyond the depth of the standard overlay. The estimate reference notes explain how this is to be measured and paid.	2012-02-15 11:07:17
February 21 <sup>st</sup> 2012	008	The reference note for the Class 10 Channel Excavation states that Cedar County will stake the channel excavation. Since there is no Construction Survey item, do we assume that Cedar County will do all of the staking required on the project?	Yes, Cedar County will provide all construction staking as per standard specifications.	2012-02-17 12:10:46
February 21 <sup>st</sup> 2012	008	Page C1 Bid Note #23 says the county will supply detour rout markers. Is this only the M1-6 F28 sign or does it include any of the directional arrows or east/west placks ?	It is only the M1-6 F28 sign.	2012-02-17 12:10:10

February 21 <sup>st</sup> 2012	011	The HMA trail on this project crosses the Union Pacific RR ROW. What are the specific details for the construction in the RR ROW and has the Union Pacific RR approved these details? How does the HMA trail cross the tracks/RR ties, etc? Normally the Union Pacific RR does their own construction inside their ROW. The proposal addresses temporary crossings, but does not seem to address the permanent trail crossings in the RR ROW.	The Union Pacific Railroad would not allow another set of signal and gates to maintain; therefore the existing 5 foot wide paved shoulder on S43 (Olive Ave.) will be striped and signed as a bike trail. The crossing will use the existing roadway crossing which is wider than the 5 foot shoulder which allows for a 60 degree angle to have the bikes cross closer to perpendicular to the tracks. The rail road doesn't have any work to do for the trail crossings. No temporary crossing will be needed for this project.	2012-02-14 12:02:13
February 21 <sup>st</sup> 2012	011	On Sheets N.01 and S.01, it appears there are differences between the field conditions and the plan sheet locations of the signal arms and existing driveway. The existing locations of the signal arms are conflicting with the location of the proposed bike trail. Please verify.	The lights and arms are right at or more than 7 feet from the edge of the road so that gives 2' clear zone from the outside edge of the trail. On Sheets N.01 and S.01 the on signal located at W6 is not shown but does not interfere with the proposed bike trail. Sheets N.01 and S.01 are not to scale and are shown more as schematic.	2012-02-14 12:03:21
February 21 <sup>st</sup> 2012	012	Can you offer information on the load limits that may be imposed for construction equipment allowed on the bridge during construction? I understand the requirements of the submittal the contractor is to make regarding equipment to be used but knowing in advance what the limitations are would be helpful in determining what size type of equipment can be used which in turn affects construction methods and production rates.	The design loading for the existing superstructure is H15. However, according to the bridge inspection records (SIA) the operating load rating is 33.4 tons based on a HS-20 loading configuration. The beams and deck also rate legal for standard Iowa legal trucks.	2012-02-17 09:22:12
February 21 <sup>st</sup> 2012	012	Will the contractor be required to use square forms for the new pier encasements to match the existing encasements or can round forms be used as provided in the P10A standard?	Either square or round pile encasements may be used, per the P10A standard Type 3.	2012-02-17 10:16:55

February 21 <sup>st</sup> 2012	012	A note on plan sheet C.2 indicates no access to the creek. Does this mean that no falsework will be allowed in the stream for temporary support of girders during steel erection and that field splices will have to be made in advance and girders erected as one piece?	The main concern of the Army Corps and US Fish and Wildlife Service is the placement (and removal) of a temporary stream crossing, which may have an impact on federally endangered species. Falsework may be allowed if it can be completely erected and removed without the use of a temporary causeway or equipment pad or other disturbance to the stream. However, since there is no field splice between the abutment and pier, it may be better feasible to erect the end spans (supported by the abutment and cantilevering over the pier) followed by erection and field splicing of the middle span.	2012-02-17 10:17:36
February 21 <sup>st</sup> 2012	019	Please review bid item# 0170. Not a typical pay length and variable square yards at each abutment. Thanks.	Quantities shown on Sheet C.3 in Tab 112-6 are correct. Existing bridge approaches that are being replaced are 85 ft in length measured along the centerline. The south approach is larger in SY because there is a taper starting in the approach for a turn lane. Bid the item as shown in the contract documents.	2012-02-20 13:40:31
February 21 <sup>st</sup> 2012	020	The late start date on this project is 7-16-12. The Topeka Shiner seasonal restriction runs from May 1 through July 31. Should the late start date be adjusted accordingly?	The Late Start Date is acceptable as-is. The May 15 to July 31 is a restriction in the "stream channel proper". Any other controlling item of work outside the stream channel can occur within that time period. The contractor may also elect to begin work before the Late Start Date so that work is not affected by the conditions shown on sheet 8 of 10. In other words the contractor could start on July 16, 2012 removing pavement and grading so they are ready to begin work in the stream channel on August 1 or the contractor could start much earlier as long as they meet the conditions shown.	2012-02-15 18:16:33
February 21 <sup>st</sup> 2012	021	I'm unsure how to interpret the Asbestos Test Report shown on plan sheet 7. Will asbestos remediation be required?	The county will take care of asbestos remediation either by separate contract or by EWO. The culvert contractor will need to coordinate and cooperate during the removal process for any material that cannot be removed prior to the bridge demolition.	2012-02-17 10:55:28
February 21 <sup>st</sup> 2012	022	Item 14 has a quantity of 25cy of class 10 roadway and borrow. The reference note for this item states that the roadway and borrow requires 346cy of compacted backfill material. Which is correct?	See addendum 21feb022.a02	2012-02-15 15:20:17

February 21 <sup>st</sup> 2012	022	In the reference notes for structural concrete it states the bridge deck surface and open rail shall be sealed. Is this the entire deck surface or just as the standards show?	Includes the entire deck surface.	2012-02-17 17:24:15
February 21 <sup>st</sup> 2012	023	Sheet C.01 "Estimate Reference Information" Item #12 States "Entrance culvert shall be round riveted corrugated metal pipe with 14 gage min. Why is the bid item "Culv Conc Ent Pipe 24"?	Please see ADDENDUM 21FEB023.A01	2012-02-15 17:37:44
February 21 <sup>st</sup> 2012	023	Sheet C.01 "Estimate Reference Information" Item No 02. "Embankment in place shall also be placed, compacted and shaped with a 3% cross slope above the Granular Backfill Adjacent to and over top of the RCB culvert" Where in the documents,dose is show "Granular Backfill"? I don't see it in the bid items or listed as an incidental.	Please see ADDENDUM 21FEB023.A01	2012-02-15 17:37:01
February 21 <sup>st</sup> 2012	101	Item #34 Pavement removal description refers you to pg. c.04, tab. 110-1, this tab. says to refer to Tab. 102-5, which can't be found, any idea of depths and where this tab. is?	Please refer to ADDENDUM.21FEB101.A01	2012-02-07 18:44:36
February 21 <sup>st</sup> 2012	101	Item #17 precast box is for a 10' x 5', yet the plans show 10' x 4'. Which is correct?	Please refer to ADDENDUM.21FEB101.A01	2012-02-17 10:59:39
February 21 <sup>st</sup> 2012	101	In reference to RCP Outlet Items 19-21, there is not a table that has the aprons listed to show if a apron guard is required, however Table 104-3 on Sheet C.04 shows the 36" aprons to not have guards, but the RF-26 guard is incidental. Please clarify Thanks	Please refer to ADDENDUM.21FEB101.A02	2012-02-15 17:32:54
February 21 <sup>st</sup> 2012	101	Can I get a clarification on the bedding backfill requirements for the 20" DIP watermain. Table 105-4 on Sheet C.03 does not include SW-104 bedding requirements for pressure pipe. Please confirm Thanks	Please refer to ADDENDUM.21FEB101.A02	2012-02-21 08:45:22
February 21 <sup>st</sup> 2012	101	Are apron guards required? They aren't tabulated in the drainage tab or called for in a note that I can see, but the RF-26 road standard is listed. Thanks	Please refer to ADDENDUM.21FEB101.A02	2012-02-15 17:32:05
February 21 <sup>st</sup> 2012	101	Item 0390 7" PCC Driveway does not show on Tab 102-3, where is it located and is 85.8 SY correct?	This item is for the thicker pavement in the trail at the three (3) driveway locations on the north side of Shaulis Road (shown on D.01 D.02). Refer to sheet B.06 "Typical Granular Driveway Detail" for detail on item. The quantity 85.8 is correct.	2012-02-14 12:00:58

February 21 <sup>st</sup> 2012	101	On Sheet B.03 Drawing 7110 Modified. Location "Station to Station" Says 120+76.93 to 173+62.82. What do these station represent? I see no reference in the cross sections.	Please refer to ADDENDUM.21FEB101.A02	2012-02-15 17:33:54
February 21 <sup>st</sup> 2012	101	What is happening to the 20" watermain after Sta. 587+50?	As noted in the profile view on plan sheet F.06, the watermain stops at Station 581+18.00 and connected by others.	2012-02-15 15:19:49
February 21 <sup>st</sup> 2012	101	Item 0250 Perforated Plastic Pipe 6". Is this regular plastic field tile or sticks of Perforated Pipe?	The pipe must meet the requirements of Section 4143 of the Iowa DOT Standard Specifications. It does not matter if it is sticks or rolls as long as it meets these requirements.	2012-02-15 15:07:52
February 21 <sup>st</sup> 2012	101	Item #24, SW-505 Modified. Is the steel beam required to galvanized?	The steel beam is not required to be galvanized.	2012-02-15 15:16:43
February 21 <sup>st</sup> 2012	101	On page F.01 there is a note to remove 569 LF of 6" watermain. There is no mention of this in the removals. Is this incidental to the 20" watermain? Also it is not very clear as to where the existing main is located,could you check this out?	The existing water main is located approx. 3-4 feet into the ROW. The ROW is approximately at the existing fence line.	2012-02-15 15:18:21
February 21 <sup>st</sup> 2012	101	The L sheets show a K-2 Joint between the 12' sections of proposed mainline. Is this correct?	Please refer to ADDENDUM.21FEB101.A02	2012-02-15 17:34:47
February 21 <sup>st</sup> 2012	101	will pipe ties be required on storm sewer intake runs ? last three joints?	Pipe ties are required per RF-14. ***UPDATED ANSWER*** NO CONNECTED PIPE JOINTS ARE SHOWN IN THE PLAN. IF ANY CONNECTED PIPE JOINTS ARE NEEDED, THEY WILL BE ADDED BY AN EXTRA WORK ORDER.	2012-02-20 11:34:29
February 21 <sup>st</sup> 2012	101	Accroding to Addendum you added Line # 0571 Removals, As Per Plan. This item is for the removal of the 6" water main only and the rest of the removals will be paid under Item 3 0140. Correct? Also does the existing 6" water main head South @ STA. 506+25 and then East,Northeast and then Southeast again?	Line #0571 is for the removal of the 6" watermain only. Line #0140 should be bid as shown in the plan set. The 6" water main does not bend south at Sta. 506+25. It continues within the ROW to approx. Sta. 507+00.	2012-02-17 10:16:02
February 21 <sup>st</sup> 2012	101	Is certified weed free mulch required on this project?	Yes, Sections 2601 and 4169 of Iowa DOT Standard Specifications shall apply for mulch.	2012-02-16 10:47:03

February 21 <sup>st</sup> 2012	101	Are the fittings for the water main required to be American made?	IDOT Standard Speciation Section 1107.06, B: On all contracts involving Federal-aid, all products of iron, steel, or a coating of steel which are incorporated into the work must have been manufactured in the United States. The Engineer may allow minimal amounts of these materials from foreign sources, provided the cost does not exceed 0.1% of the contract sum or \$2,500, whichever is greater. The Contractor shall certify that these materials are of domestic origin.	2012-02-20 15:22:39
February 21 <sup>st</sup> 2012	101	Are you sure connected pipe joints are required? The plan does not list any on the tabulations.	NO CONNECTED PIPE JOINTS ARE SHOWN IN THE PLAN. IF ANY CONNECTED PIPE JOINTS ARE NEEDED, THEY WILL BE ADDED BY AN EXTRA WORK ORDER.	2012-02-20 11:43:49
February 21 <sup>st</sup> 2012	102	there is a special provision for intergrally colored and stamped concrete. I have looked at the plans and cannot find any colored and stamped concrete on the project. where would I find it?	The stamped concrete is the sidewalk entrance to the intersection crosswalk and can be seen on sheet number B.01 "Site Plan - Typical Intersection". There will not be colored concrete on the project.	2012-02-07 18:40:57
February 21 <sup>st</sup> 2012	102	On Sheet B.04 the details reference a 4x8 and a 8x8 Concrete Paver but the SP for Concrete Pavers only lists a 4x8, which is correct? The estimate reference for items 49. and 50./ 2.4 calls for a sand cement mix for the joint material but the SP only mentions sand. Which is correct?	The 4" X 8" concrete paver is correct. The joint material shall be sand.	2012-02-20 15:23:59
February 21 <sup>st</sup> 2012	102	The SP for Concrete Pavers requires the use of a power roller, yet many of the areas in Bid Item 49. are only 1' wide making it impossible to use a power roller. Additionally Bid item 49. is intended for pedestrian use which by industry standards does not require a bituminous setting bed. Would a sand setting bed be allowed in the non-vehicular areas?	Use manufacturers recommendation for seating the pavers in the 1 foot wide areas. A sand setting bed will be allowed in the non-vehicular areas.	2012-02-20 15:23:25
February 21 <sup>st</sup> 2012	104	Note 13 sheet C.02 states that crushing on the roadway is not allowed,, contractor is responsible to find a their own plant site. Can the desinated stockpile area at 290th St be used to crush the concrete?	No, per the note on Sheet C.2 "IT WILL BE THE CONTRACTORS'S RESPONSIBILITY TO FIND A PLANT SITE FOR BOTH CRUSHING AND PAVING OPERATIONS".	2012-02-17 17:37:02



February 21 <sup>st</sup> 2012	105	After a site visit it is apparent some people along this route will have no access without extraordinary accommodations –based on the note on sheet 6 under the “Traffic Control Plan” 108-23 standard notes, will the access it requires be considered adequate if it is by foot for the 3 to 5 days it may take---there are not county roads in the normal “every mile grid” (there is a 2 mile section and a 1.5 mile section)and the shoulder is not wide enough for any conventional transportation. What will be required to give these people access to meet the requirements the owner and residents will expect? Thanks.	Public meetings have informed the residents along the project that at certain times during the project they will have very limited access and the public understands.	2012-02-14 11:59:42
February 21 <sup>st</sup> 2012	105	Sheet 2 Under "Estimated Project Quantities" Ref 10 11. There is not any notes on how to connect the precast box culvert extensions. Shouldn't the new precast box culvert extensions be joined with a C-2 connection? Usually when sawing and removing an existing apron you don;t have a perfect edge to attach to.	Notes 10 and 11 have been reviewed by the designer and no actions are necessary.	2012-02-15 15:04:17
February 21 <sup>st</sup> 2012	106	Please review and clarify the plan items numbers vs. estimating proposal line numbers vs. bid expedite line numbers between 79 through 93.	The 2599 items were inadvertently reordered after the proposal was finalized. All the items are there with their correct quantities. Please exercise care when bidding and bid the appropriate items accordingly.	2012-02-17 17:22:22
February 21 <sup>st</sup> 2012	106	Item 107 perimeter slope sediment cntl device reference c states exclude use of wattles and sediment logs. how is that possible when these item are on the approved products list?	The designer chose to exclude the use of wattles and sediment logs.	2012-02-20 15:28:39
February 21 <sup>st</sup> 2012	109	This calendar day project has a specified start date of 04-02-12. However note 656.018 states- To encourage the contractor to start early, no calendar days will be charged for work done prior to the specified start date of 04/02/2012. Plan sheet B.13, in typical DET02, specifies that this Stage 1A detour shall be HMA. Two questions arise. First, why is this area not an alternate bid area? Secondly, since it is highly unlikely that an asphalt plant would be open in March, by specifying Stage 1A to be HMA the job progress has potentially been delayed. Please consider giving the contractor the option of pouring this detour with concrete.	Please refer to ADDENDUM.21FEB109.A02	2012-02-10 18:55:47

February 21 <sup>st</sup> 2012	109	Bid Item 2110-Construction Survey is included in the Section 7 bid items. Please consider deleting this item since the rest of this project does not have contract survey.	No, the item is needed to ensure proper elevation of the footings.	2012-02-07 18:45:57
February 21 <sup>st</sup> 2012	109	The Estimate Reference Information for Bid Item-1160 (Plan item 101) states that-Excavation will not be paid separately, but shall be considered incidental to temporary fence. Should Class 10 excavation be incidental to temporary fence?	The note regarding excavation for Temporary Fence is meant in the same manner as that in 2519.05.B for permanent Fence, and refers only to the excavation required for the proper installation of the Temporary Fence. The other “template” excavation is Class 10 and is included in that bid item.	2012-02-07 18:39:56
February 21 <sup>st</sup> 2012	109	Could you please provide a list of bid orders and letting dates for the projects listed in note 203-2 on plan sheet C.8?	IM-NHS-029-6(224)143--03-97 -- B.O. 109 -- February 21, 2012 ITS-29-6(230)142--25-97 -- B.O. 109 -- February 21, 2012 IM-NHS-029-6(231)142--03-97 -- Not Assigned -- Future Letting IM-29-6(235)142--13-97 -- B.O. 109 -- February 21, 2012 IM-029-7(51)149--13-97 -- B.O. 306 -- February 21, 2012 IM-NHS-029-7(37)149--03-97 -- B.O. 023 -- December 20, 2011 IM-029-7(38)149--13-97 -- B.O. 023 -- December 20, 2011 IM-029-7(41)149--13-97 -- B.O. 023 -- December 20, 2011 IM-029-7(42)149--13-97 -- B.O. 023 -- December 20, 2011 IM-029-7(44)149--13-97 -- Not Assigned -- Future Letting IM-NHS-029-6(240)147--03-97 -- B.O. 305 -- December 20, 2011	2012-01-31 18:15:32
February 21 <sup>st</sup> 2012	109	112-8 Modified on sheet C.29 refers you to standard road plan PV-500. This road plan refers you to RF-45 which is slotted drain. 112-8 lists this pipe as 18” unclassified. Is this correct?	Please refer to ADDENDUM.21FEB109.A02	2012-02-10 18:56:15
February 21 <sup>st</sup> 2012	109	Plate TIE special on plan sheet B.10 shows details of tied detour pavement. Does this apply to each detour location? Why is the detour pavement tied when you can’t tie the HMA alternate and each detour location will only be in-place for fairly short durations?	The Typical “TIE” is only applicable to the PCC pavement option. The typical ‘TIE’ should be used between the existing pavement and detour pavement at locations where traffic crosses the joint.	2012-02-07 18:39:04

February 21 <sup>st</sup> 2012	109	Plate 100-26 found on sheet C.11 details incidental items. Please answer why 4x4 posts would be incidental to 36' RDWY pipe. If they are incidental how many posts are there? Additionally, why are three Type 'B' signs incidental to the traffic control item and what are their exact sizes and locations in stages 2A and 2B?	As shown in Note 12 on Tab 104-3, the 4x4 posts are to be used as markers to identify the capped end of culverts constructed by this project, to aid the future project in locating them. It is noted that the post should be set at a depth not exceeding 6-in below subgrade, which with a 2.4-ft thick pavement structure, would yield total embedment of nearly 3-ft. The three Type B signs are special legend signs used in Stages 2A 2B, locations shown on J.52 J.53. The signs legends are detailed on J.89 (and the included table also lists their locations). These are incidental to Traffic Control because they are part of the Traffic Control Plans.	2012-02-07 18:36:32
February 21 <sup>st</sup> 2012	109	The estimate reference information for Item 1520-C-Stone (Plan item 137) states that removing and disposing of the unsuitable soils is incidental to the placement. Please review this condition. Is excavation intended to be incidental or should it be included in a different bid item?	The excavation referenced by the ERI statement which is incidental to the C-Stone refer only to the removal of unsuitable soils encountered during the scarification and compaction of the subgrade beneath the C-Stone. The other "template" excavation is Class 10 and is included in that bid item.	2012-02-07 18:35:28
February 21 <sup>st</sup> 2012	109	The 'U' sheets detail that an engineering fabric should be placed at the bottom of the granular backfill. Please tell me which item pays for this fabric. Thank you.	Note 1 on plan sheets U.8 U.9 and Note 2 on plan sheets U.11, U.12, U.14, U.16 indicates that the Engineering Fabric is incidental to the Concrete Barrier items.	2012-02-07 18:34:39
February 21 <sup>st</sup> 2012	109	On page 3 of the proposal, Site 05 is the closure of system interchange ramp G. If this ramp is completed and has access to ramp A at Singing Hills, is this considered open, or does the new southbound mainline interstate and bridge need to be completed as well? This is what is shown on sheets J.74 and J.75.	On page 3 of the proposal, Site 05 is the closure of system interchange ramp G. If this ramp is completed and has access to ramp A at Singing Hills, is this considered open (YES), or does the new southbound mainline interstate and bridge need to be completed as well (NO, NOT FOR SITE 05)? This is what is shown on sheets J.74 and J.75. (J.74 AND J.75 ARE STAGE 3, COMPLETION OF RAMP G IS IN STAGE 2A)	2012-02-09 13:17:23
February 21 <sup>st</sup> 2012	109	Plan sheet V.1 indicates there will be a bid item for drilled shafts but it appears to have been omitted.	Please refer to ADDENDUM.21FEB109.A03	2012-02-10 11:19:49
February 21 <sup>st</sup> 2012	109	It looks like a great deal of major utility relocation is required on York Street, are the utility companies aware of this? Has the work been scheduled?	Public utility improvements (Water Sewer) are included in Section U of paren (223) project. Private utilities were contacted during design and notified of the proposed York Street Improvements. The utility bid attachment identifies the private utilities. Their schedule for addressing private utility relocations is unknown at this time.	2012-02-15 14:58:13

February 21 <sup>st</sup> 2012	109	<p>The question-“This calendar day project has a specified start date of 04-02-12. However note 656.018 states- To encourage the contractor to start early, no calendar days will be charged for work done prior to the specified start date of 04/02/2012. Plan sheet B.13, in typical DET02, specifies that this Stage 1A detour shall be HMA. Two questions arise. First, why is this area not an alternate bid area? Secondly, since it is highly unlikely that an asphalt plant would be open in March, by specifying Stage 1A to be HMA the job progress has potentially been delayed. Please consider giving the contractor the option of pouring this detour with concrete” was listed as being answered by ADDENDUM.21FEB109.A02. However, the addendum did not address the plan note that indicates the detour should be HMA on DET02 on B.13 for the Stage 1B Singing Hills area. Thank you for looking at this again.</p>	<p>To reiterate our response dated 2/3/2012, we have indicated that the pavement type is not optional for the Typical DET02 on B.13 for the Stage 1B (Per ADDENDUM.21FEB109.A02) to readily allow cross slope adjustments after the initial paving, prior to opening the roadway to traffic, if determined necessary by the Engineer.</p>	2012-02-15 15:01:55
February 21 <sup>st</sup> 2012	109	<p>Item 370-Detour Pavement (Plan item 22) is for 8” PCCP or 9” HMA per the details. The estimate reference information states that all the joints shall be ‘C’ joints. However, 112-8 on plan sheet C.29 refers you to PV-500 for one area. PV-500 says that this area shall be 9” PCCP or 12” HMA. The PCCP option is required to use ‘CD’ joints and Class C concrete. Please clarify what the IDOT’s expectation is for this crossover. Thank you.</p>	<p>The crossover should be Detour Pavement 8” PCC or 9” HMA with ‘C’ joints as indicated in the plan.</p>	2012-02-16 19:23:52
February 21 <sup>st</sup> 2012	109	<p>The estimate reference information for Item 320-11” PCCP (Plan item 17) states that there is 1,725 lf of 4” sloped curb. Typical HRG7129 on B.10 shows a detail for 4” sloped curb next to a 12’ lane but doesn’t include any locations. Could this typical be referring to the shoulder area adjacent to the new bridge? It also appears that there could/should be 4” sloped curb adjacent to the Ramp B sewer. Please clarify. Thanks.</p>	<p>Please refer to ADDENDUM.21FEB109.A04</p>	2012-02-17 10:15:10

February 21 <sup>st</sup> 2012	109	This question pertains to the previous question answered about site 05. If southbound I-29 ramp B and G traffic were routed southbound via Ramp A and C, would it be an acceptable condition (i.e., no liquidated damages would be charged for site 04 or 05) if they were routed onto the head-to-head traffic configuration on the existing northbound lanes (sheet j.23) as opposed to using the newly completed southbound lanes (sheets j.44 and j.45)?	No, the intermediate contract periods apply to the actual ramps/locations as shown on the J-sheets.	2012-02-21 10:47:41
February 21 <sup>st</sup> 2012	109	On Pg. C.3 Item #3 Paragraph #2 it explains that if the contractor elects to use GPS it is completely at the contractors cost. Typically IDOT provides bid items for Standard Survey or GPS Survey to allow the contractor and IDOT to compare the cost of either way apples to apples. The way this Estimate Reference Note is written it is not allowing the contractor to determine if the GPS is cheaper than Standard Staking practices and if the contractor elects to use GPS the department will benefit 2 fold by not having to pay for the Standard Staking and also getting the contractor to pay for all the GPS requirements without having a bid item for this work. It would be unlikely that GPS would be considered if a like comparison can not be made. I would like IDOT to consider bidding the survey as they typically do and not per the Estimate Reference Note.	The project shall be bid as shown in the plan set.	2012-02-20 15:21:32
February 21 <sup>st</sup> 2012	109	Please provide a detailed specification for Item 1520-C-Stone. How much moisture should be added? What compaction is required? How will the compaction be measured? Who will do the testing? It does not appear that the IDOT has a specification for this work. Thank you.	Please refer to ADDENDUM.21FEB109.A04	2012-02-17 10:14:18
February 21 <sup>st</sup> 2012	109	Item #1540 Grinder Pump- Who is responsible for the electrical connection to the control panel for the grinder pump?	The contractor will be responsible for the power feed to the control panel. Per the estimate reference notes in the c sheets, the contractor shall coordinate connections with the property owners. Information on the control panel can be found on sheet U.34.	2012-02-17 11:40:35

February 21 <sup>st</sup> 2012	109	Storm Structures 426-429 and pipes P426 and P428. We are unable to locate these in either the tables on C.19 or the M-Sheets. What size, class, depth and type of structures and piping are these?	Those are High Fill Intakes. Information can be found in the detail on Sheet U.1 and Tab. HRG-HFI on sheet C.17.	2012-02-20 13:48:34
February 21 <sup>st</sup> 2012	109	Item Numbers 1430-1450, Water Main. Estimate Reference calls out "Class 1 Pipe Embedment". Trying to figure out what you want, "Class 1" is typically a rock material spec. Class P-1 could be a pressure class pipe embedment, but no standard road plan referenced showing pressure class bedding. What should we price for bedding/backfill of the watermain?	Bedding shall be Class P-1 as per Standard Road Plan SW-104 (Bedding material does not have to be class I)	2012-02-20 13:47:50
February 21 <sup>st</sup> 2012	109	Item 810, San Swr Removal. Estimate Reference requires we backfill with Class 1 rock any trench opened when removing this pipe under paving. However this is not required when installing new pipe--water, sewer, etc. Seems like an inordinate amount of rock! Am I missing something here???????	As stated in the Estimate Reference Information, either crushed gravel or crushed stone will be required in areas that will be paved (new pavement) after the removal of the pipe to minimize settlement of new pavement.	2012-02-20 13:43:03
February 21 <sup>st</sup> 2012	109	Per question just asked regarding item 810, same question item 1580 Water Main Removal. Thanks.	As stated in the Estimate Reference Information, either crushed gravel or crushed stone will be required in areas that will be paved (new pavement) after the removal of the pipe to minimize settlement of new pavement.	2012-02-20 13:44:33
February 21 <sup>st</sup> 2012	109	Any chance of getting stationing and the L2 dimensions for bid item# 0270? Thanks.	This information is unavailable prior to letting.	2012-02-20 13:41:42
February 21 <sup>st</sup> 2012	154	Sheet 2 of the Plan Sheets is missing for the last project, FM-CO14(143)--55-14.	It should be fixed now.	2012-01-26 14:13:29
February 21 <sup>st</sup> 2012	154	Is Class 2 and Class 1c still part of the new specs?	See addendum 21feb154.a01.	2012-02-20 16:29:40
February 21 <sup>st</sup> 2012	156	There is no depth listed for the patching. There is no road standard to specify what kind of patching this is as well. Thanks.	Please refer to ADDENDUM.21FEB156.A01	2012-02-15 14:53:50
February 21 <sup>st</sup> 2012	158	I don't see an actual subdrain tabulation for this project included in the plans. I do find the location layouts on sheets 22, 23, and 24. What is the depth of this subdrain?.	See ADDENDUM.21FEB158.A03	2012-02-15 17:30:00



February 21 <sup>st</sup> 2012	158	Item #11 Cl. 23 excavation ref. notes say to haul off any unsuitable rock/soil, but does not address material to replace it (granular backfill or suitable soil?) and how it gets paid for...	Unsuitable material for EXCAVATION, CLASS 23 (Item 0110) that needs to be replaced, would come from Item 0020 RECONSTRUCTION OF ROADBED if needed.	2012-02-15 14:55:25
February 21 <sup>st</sup> 2012	158	Reference notes for items 15-17 refer to granular backfill. Are the pipes to be backfilled with granular backfill or dirt? How is the granular backfill paid for?	If granular backfill is required it will be added by an extra work order.	2012-02-20 15:59:21
February 21 <sup>st</sup> 2012	158	Are you going to put out a "Removal of Pavement" Tabulation for this project showing all the incidental saw cuts required?	No, there is not enough time.	2012-02-20 15:30:06
February 21 <sup>st</sup> 2012	158	Is it safe to assume that the earthwork involved with the reconstruction of roadbed will balance on-site without any off-site waste areas or borrow areas? Thank You.	Yes.	2012-02-20 15:36:10
February 21 <sup>st</sup> 2012	158	Item #2 Reconstruct Roadbed- Is topsoil stripping and respreading required? If so, how does it get paid for per spec? Should an earth shldr. const./ or finish item be added also?	Topsoil stripping and respreading is not required with reconstruction of roadbed. If earth shoulder construction or finishing is needed it will be added by an extra work order.	2012-02-20 15:34:22
February 21 <sup>st</sup> 2012	160	Please recount warning panels, looks like 420 SF if each location is 10 SF. If diagrams are consistent the removals and replacements are not comparable on the corners of W 1st St (south), both on E 2nd St, and E Cleveland St (south) using Tabs 110-5 and 113-1.	There are 24 warning panels, they should be 5'x2'=10 SF 10*24=240 SF, 240 is correct. In some locations, removal is not equal to replacement. Diagrams are not to any scale.	2012-02-15 17:46:34
February 21 <sup>st</sup> 2012	160	Pleas recheck warning panels. I agree 24 areas but plan sheets show 2 panels (2'x5')in most street corners. Plan sheets count out 42 panels, thus 420 SF.	See addendum 21feb160.a01	2012-02-21 08:46:27
February 21 <sup>st</sup> 2012	161	Regarding detail TCS-3 on sheet B.2:is there class 13 Excavation for the service rd(s)and is this shown in any of the cross section sheets (W/X/Y) or T-sheets? Also do these roads show up on sheet A.2?	No class 13 excavation is shown on TCS-3. Yes, the roads are shown on A.2.	2012-02-20 14:22:32
February 21 <sup>st</sup> 2012	161	So I will ask the question another way: Which bid item covers the excavation for the 12" Special Backfill displacement shown in detail TCS-3: Service Rd X-sec?	Class 10 Excavation.	2012-02-20 16:22:10

February 21 <sup>st</sup> 2012	162	Is there an Equation going from Poweshiek to Tams Co.?	# of equations is unknown. As per normal DOT practice, survey was NOT gathered on this maintenance project. FYI - 1979 as-built, Poweshiek resurfacing plan indicates many existing equations are present along this project route.	2012-02-07 18:49:05
February 21 <sup>st</sup> 2012	163	On page C.12 of the plans, in the notes of the longitudinal subdrain, it refers to all subdrains are type 13. Is this a typo error or am I missing a Standard Road plan RF-19C that has a type 13 on it?	RF-19C dated 10-19-10, page 2 of 2 has type 13 installation.	2012-02-10 10:17:46
February 21 <sup>st</sup> 2012	163	The concrete pipe lengths are 8 LF. If we cut a pipe to fit the pipe extension length will that connection require a collar or just the joint connectors (RF-14)?	Yes, a collar would be required.	2012-02-20 16:57:46
February 21 <sup>st</sup> 2012	163	The pavement widening on Kimmel Drive has a power pole and box located in the proposed widening area. Any cost associated with the relocation of those utilities is the responsibility of the DOT, since it is in there ROW, is this correct?	The utility company will relocate the street light pole as directed by the City of Davenport	2012-02-20 13:45:34
February 21 <sup>st</sup> 2012	206	There is not an existing pavement tabulation listed. Without one we cannot determine the depth of the longitudinal joint repair. Thanks.	Please see ADDENDUM 21FEB206.A01	2012-02-15 17:35:44
February 21 <sup>st</sup> 2012	208	It appears quantities have been developed based on 15 working days, however the proposal estimate shows 5. Can you clarify number of working days?	See addendum 21feb208a.01 Working days have been increased to 15.	2012-01-31 12:42:31
February 21 <sup>st</sup> 2012	209	Please review patch count on sheet C.3 for bid item# 0040.	Please refer to ADDENDUM.21FEB209.A01	2012-02-08 17:04:54
February 21 <sup>st</sup> 2012	301	On the Tabulation of Pavement(sheet C.3), the remarks show 4" Temporary HMA. Is this a tabulation of the surfacing required per phase one and phase three of the staging notes on sheet J.1? If so, is this temporary HMA considered incidental to the patching items, or will it be paid under the commercial HMA item?	The 4" HMA from the tabulation of pavement is for Phase one and three from the staging notes. The temporary HMA is intended to be paid for under the commercial HMA item. The patching items include the removal of the 4" HMA and placing the PCC patches.	2012-01-31 12:46:27
February 21 <sup>st</sup> 2012	303	It appears as though Line #0040 - Class A on Road should be by the ton on the bidding proposal rather than cy.	Please see ADDENDUM 21FEB303.A01	2012-02-15 17:39:29

February 21 <sup>st</sup> 2012	303	Is there a disposal site within Camp Douglas for concrete? Will burning of trees be allowed within Camp Douglas or will they have to be chipped and hauled offsite?	The only broken concrete should be from the removal of the existing structures, which are building foundations. Per Standard Note on C.2, this material is to be disposed of by the Contractor. No waste site has been provided by Camp Dodge for this material. Would direct them to dispose of per the plan note. Per conversation with Camp Dodge personnel, the Contractor may dispose of the trees off-site or they may dispose of on-site near the Waste Area shown on Sheet A.2.	2012-02-16 11:45:00
February 21 <sup>st</sup> 2012	303	Do special accommodations need to be made in order to "visit" this site to get through the guard shack or will they allow us to look at the job if we just show up at the gate?	A PHOTO ID WILL BE REQUIRED TO OBTAIN ENTRANCE TO THE GUARD BASE. YOU WILL BE ASK THE REASON FOR YOUR VISIT AND A SECURITY GUARDS WILL PROVIDE AN ESCORT TO THE JOBSITE.	2012-02-16 10:46:11
February 21 <sup>st</sup> 2012	303	Will off road equipment be allowed on old concrete road along new proposed road? Will off road equipment be allowed on gravel access road to waste area?	Will off road equipment be allowed on old concrete road along new proposed road? NO. Will off road equipment be allowed on gravel access road to waste area? NO.	2012-02-21 10:41:35
February 21 <sup>st</sup> 2012	306	SP 090143-Sewer Bypass. Spec Sections 1.03.A.1 and 1.04.A: Where can we find the location of the discharge point near the lift station and are there special requirements in the discharge manhole? Also where is the site layout for bypass pumping referenced?	Sheet D.2 shows the existing force main layout to the east of the lift station. The existing force main discharges into a manhole approximately 500 LF east of the lift station. The contractor is responsible to provide a connection detail into the existing manhole and provide a smooth flow transition during operations. The U Sheets provide additional information for bypass pumping.	2012-02-16 19:34:11
February 21 <sup>st</sup> 2012	306	SP 090143-Sewer Bypass. Section 1.04.C.1.B. Is the "Peak Flow Capacity" as listed a DRY or WET weather capacity? If it is not a WET, what about wet weather flows? Since no flow monitoring has been completed, what is contractors liability if we plan according to flows listed and discovered after the fact flows are not correct? Could be significant, negative environmental impacts if it goes "wrong", with legal liability.	The Peak flow capacity listed in paragraph 1.04 B. is the peak capacity of the pipe at the existing slope. The special provision requires redundant pumps to make sure the peak flows are met.	2012-02-16 19:33:25

February 21 <sup>st</sup> 2012	306	SP 090143-Sewer Bypass. Is electrical power available at the lift station and who pays utility fees and usage bills? This would also pertain to other bypass locations.	Per Special Provision for Sanitary Sewer Temporary Bypass – SP – 090143, Paragraph 1.03 B., the contractor is responsible for temporary power to operate the bypass pumps. The contractor can also provide diesel powered pumps or a generator for areas of minimal bypassing. The City has a connection for a generator, with a manual switchover, at the lift station. This connection can be evaluated by the contractor and reviewed with the detailed bypass pumping plan submittal.	2012-02-16 19:31:53
February 21 <sup>st</sup> 2012	306	Sheet V.4. Note 3, Cleaning Wet Well. What is the depth of sediment/sludge in the wet well? Any special requirements for cleaning? Just pressure wash? I can't find any specifications or further information except for this note. Please expound if possible.	City staff has indicated that grease builds up quickly in this lift station. Expect a build-up of grit as a result of the flooding from the Missouri River.	2012-02-16 19:32:37
February 21 <sup>st</sup> 2012	306	Where is dewatering discharge water allowed to go? Storm sewer? What permits are required to do this?	The contractor must meet the requirements as indicated in the pollution prevention plan located in the C sheets and Special Provisions for Dewatering, SP-090146.	2012-02-16 19:35:03
February 21 <sup>st</sup> 2012	306	Sheet D.5, Sanitary Line P7 that conflicts with existing 36-inch sanitary. How accurate is the profile elevation shown for the existing line? Was the existing line "potholed" during design for elevation? Are all the provisions of the required Temporary San Bypass Specification applicable when we bypass at this point (Emergency Spill Plan, Diversion Plan, Hydrostatic Testing Lines, etc)?	Information on the existing sanitary sewer system is a combination of as-built plans, GIS data and topographic survey. Existing manhole invert elevations were documented when access to manholes were available. The crossing of SAN P 7 and the existing sanitary sewer was not potholed during the design. The contractor shall have temporary bypass operation in place before removal of existing pipe. There shall be no interruption in service.	2012-02-16 19:30:56
February 21 <sup>st</sup> 2012	306	Lift Station Bypass: Are we allowed or able to connect our discharge pipe to the existing forcemain, given no plan is shown on where to discharge our bypass sewage? We will need to know what the length, diameter, pipe material, and High Point elevations along the existing forcemain route to calculate the Total Dynamic Head of the existing forcemain if this is what DOT intends for us to do.	Sheet D.2 shows the existing force main layout to the east of the lift station. The existing force main discharges into a manhole approximately 500 LF east of the lift station. The contractor is responsible to provide a connection detail into the existing manhole and provide a smooth flow transition during operations. The U Sheets provide additional information for bypass pumping. Refer to the Special Provisions for Sanitary Sewer Temporary Bypass, SP-090143, for submitting proposed methods of temporary bypass of sewage.	2012-02-16 19:30:00

February 21 <sup>st</sup> 2012	306	Is the annular space between the 36" VCP and the steel casing supposed to be filled? Is there a minimum spacing distance between welded steel tubes along the inside of the casing for the purpose of installing the carrier pipe? Are manufactured spacers allowed?	Refer to Plan Sheet C.3 Bid Item 21 Reference Note Paragraph F.	2012-02-20 16:24:46
February 21 <sup>st</sup> 2012	352	Please verify the scale of pages # N.3,N.6,N.7,N.8,and N.9. The scale indicates 1/2" = 20' the station numbers shown are at a 50' scale?	The correct scale for Sheets N.3,N.6,N.7,N.8,and N.9 is 1/2" = 50'(1" = 100').	2012-02-08 17:36:28
January 18 <sup>th</sup> 2012	001	Would a pre-cast box culvert be considered or acceptable for this project?	This project shall be bid as shown in the plans, precast is not an option. Utilizing Value Engineering is not an option.	2012-01-04 16:06:21
January 18 <sup>th</sup> 2012	001	I'm failing to see how long this structure is from headwall to headwall. Please advise.	Please refer to ADDENDUM.18JAN001.A02.	2012-01-06 17:11:25
January 18 <sup>th</sup> 2012	001	Perhaps I'm still recovering from the holiday season but I can't tell from the plans what the length of this new box culvert is supposed to be. Please provide the length.	Please refer to ADDENDUM.18JAN001.A02.	2012-01-06 17:10:41
January 18 <sup>th</sup> 2012	002	Would a pre-cast box culvert be considered or acceptable for this project?	No.	2012-01-04 09:29:27
January 18 <sup>th</sup> 2012	004	Would a pre-cast box culvert be considered or acceptable for this project?	No.	2012-01-04 17:06:02
January 18 <sup>th</sup> 2012	005	The plans and quantities show 40 lf of double reinforced bridge approach for items 0540 0550. Is that quantity correct?	No, the plan and proposal shows a quantity of 287.6 SY for both Proposal Line No. 0540 and 0550.	2012-01-06 17:58:41
January 18 <sup>th</sup> 2012	005	If you look beyond the estimated QTY page and go to the tabs on sheet C.06 of (42) you will see that the quantity of the double reinforced sections of the approaches is 40 LF for both items. Usually it is 20 lf. Please verify this QTY.	Per RK-20 and RK-26, which are specified on the plans, the length of the double reinforced section needs to be a minimum of 15' along the short side. Due to the 44' bridge width and high skew, the double reinforced section length was increased to 35' to maintain this minimum. In addition, there is a 20' length of single reinforced and a 20' length of non-reinforced for a total length of 75' as listed on sheet C.06. The lengths that are tabulated are consistent with sheet D.01 also. Therefore the plan is correct.	2012-01-11 09:29:19
January 18 <sup>th</sup> 2012	006	The concrete called out for the bridge approach is Class C, Class 3i durability. All of the other concrete specified is either Class C or BR. Can this be changed to Class C, Class 3 durability?	We will not write an addendum to change this at this time.	2012-01-12 17:26:55

January 18 <sup>th</sup> 2012	008	Would a pre-cast box culvert be considered or acceptable for this project?	No.	2012-01-04 17:06:57
January 18 <sup>th</sup> 2012	009	Could Item 170 be Reviewed to be bid by the ton and Asphalt binder incidental? I feel the resurfacing through this area will be a variable thickness to achive smoothness for traffic?	The designer chose this bid item. It is biddable and buildable. No change will be made.	2012-01-04 16:14:54
January 18 <sup>th</sup> 2012	009	On sheet C.3 Tab # 110-1 "Pavement Removal" Refers to a 2nd Tabulation of 102-5. I cant find 102-5. Please Advise on Pavement Depth. Also are there cross sections of the cut and fill areas for the Class 13 and Embankment in place?	Please Refer to Sheet U.1 for Locations. The depth of the existing shoulder pavement was unable to be determined. There are no cross sections for the Class 10 or Embankment in Place.	2012-01-13 17:12:13
January 18 <sup>th</sup> 2012	009	Please confirm if HPC-0 is used on the overlay that a 7 day cure applies and if a Class O-mix is used a 3 day cure applies.	Per section 2413.03 F. 2.a.1) 2. Cure the concrete as follows: a. For Class O PCC or Class HPC-O: 1) Allow the surface to cure for at least 72 hours. When Class HPC-O is used on projects with a deck overlay quantity greater than 1800 square yards (1500 m2), allow the surface to cure for 168 hours.	2012-01-12 17:18:45
January 18 <sup>th</sup> 2012	013	Item 12 for roadway pipe is described as trenchless yet the tab shows 162 CY of Class 20 Excavation. Is the pipe actually trenchless?	See addendum 18jan013.a01	2012-01-17 11:59:24
January 18 <sup>th</sup> 2012	014	Would a cast in place box culvert be considered or acceptable for this project?	No.	2012-01-04 16:31:24
January 18 <sup>th</sup> 2012	102	Is mulching required with the seeding?	No.	2012-01-09 15:27:04
January 18 <sup>th</sup> 2012	102	If watering is required on the TRM will Mobilization for watering apply?	Watering is required and covered under Standard Specification 2601.	2012-01-04 16:25:12
January 18 <sup>th</sup> 2012	102	Why is the project number on page #1 of the Estimating Proposal different than the number on the plan?	Look on the title sheet above the signature block, "TO BE LET AS: HRRR-C010(78)--5R-10"	2012-01-11 15:18:31
January 18 <sup>th</sup> 2012	102	Please review the quantity for item #10: 9" PCC Pavement. The plan quantity shown is 8,013.8 SY, my take-off is quite a bit less than that.	See addendum18jan102.a02	2012-01-17 10:02:08
January 18 <sup>th</sup> 2012	103	This project specifies granular subbase. By specification hauling units are not allowed to drive on granular subbase. Is it the intention of the engineer that this project be paved half width? Would the engineer consider changing the subbase to either special backfill or modified subbase?	Please refer to ADDENDUM.18JAN103.A01.	2012-01-09 15:24:16



January 18 <sup>th</sup> 2012	103	This project does not include an item for earth shoulder finishing. Please either add this item or provide justification why it wouldn't be paid on this project. Thank-you.	This work is in the Topsoil, Strip, Salvage+Spread (2105-8425015) bid item.	2012-01-09 15:24:59
January 18 <sup>th</sup> 2012	104	Can the longitudinal subdrain be placed prior to the PCC overlay.	Yes. Specifications allow it before or after placement of concrete.	2012-01-05 15:50:15
January 18 <sup>th</sup> 2012	105	On the "O" sheets (sanitary sewer), there are several manholes that appear to drop connections and some others that look like they should have drop connections - but not shown on the profiles. Are drop connections required if there is more than 2' difference between the inv. in and the inv. out? How are these paid for?	Drop structures will not be required. UPDATED ANSWER: see addendum18jan105.a03.	2012-01-11 15:30:51
January 18 <sup>th</sup> 2012	105	Is Cl A Road Stone trench backfill required under the driveways and sidewalks for the storm and sanitary?	No.	2012-01-09 17:22:29
January 18 <sup>th</sup> 2012	105	For the Sanitary Sewer, why is the ductile iron pipe pay items separate from the ceramic epoxy lining? When constructed, won't this either be PVC or DIP with epoxy lining and nitrile gaskets? Are the epoxy lining pay items only for the upcharge for the lining - i.e. the pipe itself and gaskets would be paid under the DIP pay items?	Sanitary will be either DIP with epoxy lining or PVC. Lining pay items are for the upcharge for the lining. DIP pipe/gaskets are paid separately under the pipe line item.	2012-01-11 17:20:33
January 18 <sup>th</sup> 2012	105	What happens to the sanitary sewer services if they are within the contaminated areas? There is only a pay item for pvc service stubs and the ductile fittings with epoxy lining will be extremely more costly than pvc, especially on the larger diameter mainline sewer pipes. How do we get paid for the ductile fittings and services if these are required to be ductile - or if the service remain pvc but the mainline sewer changes to ductile - how do we get paid for the wye that will have to be ductile?	See addendum18jan105.a03. Services can remain PVC. Wyes will need to be ductile iron are incidental to the services.	2012-01-11 17:19:24
January 18 <sup>th</sup> 2012	105	Who makes the sanitary service connections to the existing services? Per the pay item, we would only stub out to +/- the ROW but don't hook them up.	Service connections to existing are included in the bid item per Section 2504.03 F.3.f.	2012-01-11 17:15:07
January 18 <sup>th</sup> 2012	105	What is the thickness requirement for temporary pav't, line item 14?	See addendum18jan105.a03.	2012-01-11 17:21:23

January 18 <sup>th</sup> 2012	105	On the Sanitary Sewer, Are pipe runs s-53 and s-28 suppose to be DIP or PVC? The tab on 0.21 lists them as PVC but the profiles show DIP.	Pipes S-28 and S-53 are to be PVC as shown in the tabulation. (Note that the bid quantities are appropriate as listed in the C sheets.)	2012-01-11 17:22:56
January 18 <sup>th</sup> 2012	105	I would like to request a change to a sand setting bed under the unit pavers in the back of curb areas in lieu of the ACC Asphalt setting bed? In the previous Liberty Ave reconstruction project it was deemed acceptable as a significant cost savings due to the availability of ACC Sand Mix locally. This also becomes a necessity when the asphalt plants are closed during cold weather.	Use of a sand setting bed under the PCC pavers behind the curb will be acceptable in lieu of the ACC setting bed.	2012-01-11 17:11:40
January 18 <sup>th</sup> 2012	105	I have been in contact with many suppliers of Princeton Sentry Gingkos and they are all saying that it will be impossible to find 64 -3" Gingko's that are Nursery Matched with central leaders. Would a 2" Size be acceptable? There is more available in this size to try to match all 64.	Refer to ADDENDUM 18JAN105.A03.	2012-01-11 17:11:00
January 18 <sup>th</sup> 2012	105	What bedding class is required for the DIP sanitary sewer?	Refer to ADDENDUM 18JAN105.A03.	2012-01-11 17:10:25
January 18 <sup>th</sup> 2012	105	Since this is a 25 pt project, is a list of utility conflicts with the proposed resolutions available?	Refer to ADDENDUM 18JAN105.A02.	2012-01-11 17:13:01
January 18 <sup>th</sup> 2012	105	Will the contractor be required to pay prevailing wages to third party truckers delivering materials (aggregate, ACC, PCC, etc.) from commercial sources while the trucker is on the worksite? This has been the practice last year in Scott and Clinton Counties. If this requirement is to be enforced, what is the minimum amount of payable time (ie. at what percentage of a drivers "onsite time" per day do the prevailing wages begin)?	From the DOL Prevailing Wage Resource Book 2010, the DBA/DBRA Compliance Principles Truck drivers are covered by Davis-Bacon in circumstances including: Drivers of a contractor or subcontractor for time spent loading and/or unloading materials and supplies on the site of the work, if such time is not de minimis. Truck drivers are not covered in instances including: Truck drivers whose time spent on the site of the work is de minimis, such as only a few minutes at a time merely to pick up or drop off materials or supplies. The Department of Labor has not defined how long "de minimis" is, therefore the DOT has no definition either.	2012-01-11 10:42:31
January 18 <sup>th</sup> 2012	105	As a follow-up to the question about the drop manhole connections - Even the few that ARE shown on the sanitary profiles ARE NOT required - correct?	Refer to ADDENDUM 18JAN105.A03.	2012-01-11 17:09:47

January 18 <sup>th</sup> 2012	105	For the traffic signal footings at 14th street. The signal pole on the SE corner (pole # 2)The Footing deapth is 12' the soil borings on Q.1 Show weathered rock at deapth of 8' below surface. Will rock drilling be Required or will alternate footings design be evaluated? IF the rock is present at this boring the other footings may have interfernce as well.	Where signal pole footings are to be constructed that would otherwise necessitate rock excavation, a spread footing design would be considered upon submittal. Sufficient information would need to be submitted to determine the sufficiency of the design.	2012-01-13 19:25:16
January 18 <sup>th</sup> 2012	105	There are some areas where the 6 foot and 8 foot depths may not be obtained according to the soil borings. Will alternate footing designs be considered as the rock excavation references the storm sewer, san. sewer, and Roadway.	The assumption here is that the question refers to light poles pergola bases. In that case, similar to signal pole footings, a spread footing design would be considered upon submittal. Sufficient information would need to be submitted to determine the sufficiency of the design.	2012-01-13 19:24:58
January 18 <sup>th</sup> 2012	105	What is the thickness of the sub slab beneath the paver crosswalks in the 8" paving areas (sideroads)? Is this quantity included in the 10" base item?	It is included in the 10" base.	2012-01-17 16:35:46
January 18 <sup>th</sup> 2012	105	Does the rock excavation for sanitary sewer include the service laterals also?	Yes.	2012-01-18 09:10:34
January 18 <sup>th</sup> 2012	105	There is not a bid item for temporary barrier rail but is showing it in the traffic control plan? Are we to assume that it is incidental to traffic control? Please clarify since this item is normally a bid item.	The temporary barrier rail will be added by an extra work order if necessary.	2012-01-17 16:37:10
January 18 <sup>th</sup> 2012	105	In the addendum notes for the drop manhole connections, what do you mean by (except when the eight-tenths points match exceeds 2 feet)?	The quantity for drop manhole connections in the addendum is correct. The 0.8 match line is a design issue.	2012-01-17 16:39:08
January 18 <sup>th</sup> 2012	107	Bid item 340 Colored Crosswalk-Reference Info includes curb and all street returns. What is considered street returns, is this the additional paving beyond the crosswalk on side streets?	The radius on the side streets is the street return.	2012-01-17 09:51:51
January 18 <sup>th</sup> 2012	109	The proposal notes address noise that exceeds 110 decibels. Where will the noise measurement be taken?	The noise measurement will be taken at the Right of Way line.	2012-01-04 16:07:23
January 18 <sup>th</sup> 2012	109	Please review 7145M on plan sheet B.2. It does not appear to represent the plan quantity for Item 90. Thank you.	Please refer to ADDENDUM.18JAN109.A01.	2012-01-11 09:41:35

January 18 <sup>th</sup> 2012	109	Please explain the IDOT's thought process on how the inside shoulder strengthening will be constructed. The plans state that you can only work between 7:00PM and 6:00AM. How is it possible to remove 1200 lineal feet of barrier rail, remove 733 square yards of pavement, degrade the area, place 6" of special backfill, pave 1733 square yards of pavement, and replace 1200 lineal feet of barrier rail in 11 hours? The fact that the barrier rail has to be replaced to have the lane open eliminates the possibility of performing the removal, degrading, and special backfill, and placing a drop down fillet the first night and completing the paving the next night. A potential fix to this problem would be to strengthen 1400 lineal feet of the outside shoulder so you could move traffic over and build the inside shoulder with vertical panels so the barrier rail isn't an issue. Thanks for looking at this constructability issue.	The plan states "The staging shown is one method for construction of the project." A different method can be proposed by the contractor. The inside would have to be done in 2 stages if done prior to the median work. It extends from the new median pavement to the existing roadway to allow traffic for future projects to shift around the median piers.	2012-01-11 10:07:01
January 18 <sup>th</sup> 2012	109	Should there be a bid item for plugging the existing median pipe, or am I overlooking something? Thanks	No, these pipes will not be plugged and abandoned by means of flowable mortar if that is the question. They will be removed in future projects.	2012-01-06 18:00:12
January 18 <sup>th</sup> 2012	109	Plan sheet C.4 in the (376) signing shows sign # 35-77-69b-M-T102 and T102A as new. Will there be a bid item added for the Type B sign?	There is no bid item for type B signs. It will be added by an extra work order if needed.	2012-01-17 09:57:08
January 18 <sup>th</sup> 2012	110	Pay item #20 - Special Backfill is bid as a Ton item in the bid package, but in the plans, its listed as CY. Please verify.	Please refer to ADDENDUM.18JAN110.A01.	2012-01-04 16:23:12
January 18 <sup>th</sup> 2012	110	Are we to remove the 4" HMA subbase in the concrete patching process or is it to remain?	It is intended that the 4 " HMA subbase is to remain in place.	2012-01-09 15:25:44
January 18 <sup>th</sup> 2012	110	Will we be able to access various entry and exit points off the interstate, during the construction staging?	Access to the work area will be allowed from a closed lane.	2012-01-09 15:26:19
January 18 <sup>th</sup> 2012	110	In the May 17, 2011 letting bid order 10A involved paving a project on Highway 20 in west central Iowa- can you please look at addendum number 4 for the project and allow its' application to the tied pcc shoulder option on the 110 letting referenced?	Use of bent bars is permissible when constructing a BT-1 joint. The spacing needs to remain at 30".	2012-01-12 10:18:35

January 18 <sup>th</sup> 2012	110	The Class 10 quantity includes 123,169 cy of waste. The estimate reference info. states that it will be disposed of as directed by the engineer. However, standard note 213-1 states that it is the contractor's responsibility to provide a waste area. Could you clarify? Should there be a separate item for Class 10 Waste?	See addendum18jan110.a02	2012-01-12 15:39:49
January 18 <sup>th</sup> 2012	110	Will the contractor be required to pay prevailing wage to third party truckers delivering materials (aggregate, ACC, PCC, ect.) from commercial sources while the trucker is on the worksite? This has been the practice the last year in Scott and Clinton Counties. If this requirement is to be enforced, what is the minimum amount of time payable?	From the DOL Prevailing Wage Resource Book 2010, the DBA/DBRA Compliance Principles Truck drivers are covered by Davis-Bacon in circumstances including: Drivers of a contractor or subcontractor for time spent loading and/or unloading materials and supplies on the site of the work, if such time is not de minimis. Truck drivers are not covered in instances including: Truck drivers whose time spent on the site of the work is de minimis, such as only a few minutes at a time merely to pick up or drop off materials or supplies. The Department of Labor has not defined how long "de minimis" is, therefore the DOT has no definition either.	2012-01-11 15:13:20
January 18 <sup>th</sup> 2012	110	Paved Shldr, HMA 8" - Mixture size - 3/4", 1/2" or both allowed? (1M ESAL Base course w/ AC PG58-28)	The mixture size is not specified in the specifications. The Contractor can choose 3/4" or 1/2".	2012-01-12 16:26:30
January 18 <sup>th</sup> 2012	110	Is the use of State land for crushing and plant site setup, allowed in the infields at any of the exit/on ramps? We will restore the vegetation to same or better conditions prior to completion.	No.	2012-01-17 10:01:14
January 18 <sup>th</sup> 2012	110	Is there a pavement reinforcement detail of RH-28 available from 1971, as noted on page B.9?	Not in time for this letting.	2012-01-17 09:54:12
January 18 <sup>th</sup> 2012	110	Plan page B6 shows the milling and asphalt overlay of the dual median crossovers on I-280. Bid Item 16 (2214-5145150) covers the milling for these crossovers but what bid item covers the asphalt overlay?	This work is not covered by a bid item in the plan, therefore, if it is necessary to complete the project it will be added by extra work order.	2012-01-17 11:58:30
January 18 <sup>th</sup> 2012	112	Where on the plans is the Trail Items-added option A that is on the bidding proposal?	Please refer to plan sheet C.01, Tabulation for Estimated Project Quantities, Division 2 and sheet B.02.	2012-01-04 15:58:29
January 18 <sup>th</sup> 2012	112	Where on the plan sheets does it differentiate between Div. 1 and 2. Physically speaking where is the added 1,004 SY	On sheet B.02, each typical shows 1' added to each side of the trail. This increases the trail width by 2'. This is a 25% increase. 25% of 4016 sy (Div.1) equals 1004 sy, the amount shown in Div. 2.	2012-01-12 10:31:44

January 18 <sup>th</sup> 2012	151	what does the mix design require for the cold in place recycle???	The mix design for the Cold-in-place bid item is very clearly called out in the Iowa Department of Transportation Standard Specifications for Highway and Bridge Construction book, Section 2318.01 - 2318.05	2012-01-06 17:02:39
January 18 <sup>th</sup> 2012	152	Can you clarify Note #4 where it states that "Prime recycled base at 0.05 gal/s.y." Do you really want to Prime the recycled base? If so what application rate, this one seems to be too light. Also, can you look at the tack coat application rate of 0.05 to 0.10 gal./s.y. seems to heavy, industry standard is 0.03 to 0.05 gal./s.y. Thanks	The County does want to prime the recycled base and utilize a tack coat between lifts. Field conditions may dictate an adjustment to the rates, but the County prefers to leave this note as is and have everyone bid accordingly.	2012-01-11 13:56:37
January 18 <sup>th</sup> 2012	152	Are the Plans notes(#4) on 45% crushed for HMA correct or do we need to maintain the DOT spec of 60% crushed for surface 1M ESAL?	Yes the plan notes override the Standard Specifications, minimum 45% crushed is what shall be bid.	2012-01-13 15:10:14
January 18 <sup>th</sup> 2012	152	Is there any borrow material needed for the earth shoulder construction or will there be enough material on site? Also will there be any waste material?	There is enough material on site.	2012-01-17 11:03:24
January 18 <sup>th</sup> 2012	153	There is no bridge tabulation in the plans. Please review. Thanks.	Counties are not required to use DOT tabulations. RK-18 contains all the information needed.	2012-01-04 16:00:44
January 18 <sup>th</sup> 2012	153	I am not satisfied with your answer to my prior bridge approach question. I need to know how many yards of bridge approach are reinforced and how many are not. Please review RK-18 again.	Per RK-18, all of the bridge approach is reinforced. There are 3 bridge locations per the mileage summary on the title sheet. Each bridge approach is 20'X 24' which equals 53.33sy. 6 approaches equals 320 sy.	2012-01-09 15:04:18
January 18 <sup>th</sup> 2012	153	EF joints are listed in the proposal but there is not a bid item for full depth finish patching. Thanks.	Please refer to ADDENDUM.18JAN153.A01.	2012-01-12 09:34:50
January 18 <sup>th</sup> 2012	157	Tab 104-3 lists a quantity of incidental porous backfill for each pipe installation. What is this porous for? The bedding class is class C and therefore there is no flooded backfill. There is no reference to the RF-30A standard for culvert bedding, but instead SW 101 and SW 102 are referenced for trench bedding and backfill. Please clarify the bedding and backfill requirements.	The pipe located at Station 121+71 should be installed utilizing the bedding and backfill shown on detail sheets SW-101 and SW-102 due to its depth. The remaining culverts shown in tab 104-3 should be installed utilizing Type C bedding as shown on detail sheet RF-30A (Refer to ADDENDUM 18JAN157.A01). The porous backfill quantity in tab 104-3 was included for information only in case a contractor chooses to utilize a different material other than native soil to more easily bed the culverts during installation.	2012-01-06 17:09:17



January 18 <sup>th</sup> 2012	157	SAFETY CLOSURES IN THE ESTIMATE PROPOSAL SAYS QUANTITY 3, SHEET C.06 OF THE PLANS HAS ALOT HIGHER RD QUANTITY WHITCH IS RIGHT OR IS IT A MISPRINT IN THE PLANS	The quantity shown in the proposal (3 Each) is correct. The tabulation on plan sheet C.06 list the 3 locations the safety closures are required. The quantity on this tab was erroneously listed in linear feet instead of per each.	2012-01-13 12:09:47
January 18 <sup>th</sup> 2012	157	The plans call for lumber to be Structural Class. Is that Select Structural?	The lumber is to be structural class as defined in Paragraph 4162.05 and as shown in Table 4162.05-1: Material Grades (Structural Class) for use according to position in the structure.	2012-01-13 14:23:28
January 18 <sup>th</sup> 2012	157	is a Railroad Protective Insurance Policy a requirement on this one?	No.	2012-01-17 10:12:00
January 18 <sup>th</sup> 2012	157	Sheet V.02 Note 3. indicates that a colored sealer shall be applied per technical specifications. No sealer is defined in the specifications. What product is to be used?	Wall front face and top shall be sealed with a transparent sealer. Sealant material shall meet requirements of bridge deck sealer for traffic areas as defined in IDOT Materials IM 491.12 and shall be applied in accordance with manufacture's recommendations.	2012-01-18 09:13:02
January 18 <sup>th</sup> 2012	159	are flaggers going to be required,if yes how are they going to be paid.there is no bid item.	No Flaggers are called out in the Traffic Control, please use the Traffic Control as listed in the plans for lane closures as listed On sheet C.2 Standard Road Plans Tab 305-4.	2012-01-17 10:35:48
January 18 <sup>th</sup> 2012	207	Bid item# 0060 lists 1 in proposal, but there are 4 tabulated in the plans. Please review. Thanks.	Bid the quantity shown in the proposal. If more EF joints are needed, they will be added by an extra work order.	2012-01-12 17:06:37
January 18 <sup>th</sup> 2012	304	On Project IMX-029-6(191)117-02-67 13,473.6 cubic yards of class 10 excavation is stockpiled in I-29 interchange near Onawa. Will the contractor be able to load the excavation and haul north on I-29 to the project site and exit I-29 using a temporary contractor-constructed access to 190th street or are local roads to be used for haul roads for the class 10 excavation?	Access to 190th Street from I-29 will NOT be allowed. Local roads are to be used as haul roads for the Class 10 excavation borrow from the I-29 interchange near Onawa to the project site.	2012-01-17 12:00:10
January 18 <sup>th</sup> 2012	304	If the contractor is required to use local roads to access 190th street when hauling the class 10 borrow excavation from the stockpile site, What type of traffic control will be acceptable to remove the material from the TH I-29 ramp-intersection to the local road system? Will the contractor be required to use the exit ramp on I-29 at Mile Marker 120 and then access the local road system?	under review	2012-01-17 16:34:50

January 18 <sup>th</sup> 2012	312	In light of IDOT specification 1107.08 F. are bidders to conclude that work will not be allowed to be performed on both sides of Highway 2 simultaneously?	Not necessarily. The traffic control allows shoulder closures and a lane closure. 2 shoulder closures should be allowed.	2012-01-17 10:34:32
January 18 <sup>th</sup> 2012	312	Please provide a tabulation of quantities for the Bridge End Drain, RF-40 bid item.	SEE ADDENDUM 18JAN312.A02	2012-01-17 12:00:46
January 18 <sup>th</sup> 2012	452	What is the dimension from top of culvert to bottom of sidewalk on page U.02 where the incidental special backfill is required?	The dimension from the top of the culvert to the bottom of the sidewalk will vary depending on roadway grading and the thickened section of the sidewalk. We expect a range of 4" - 15" based on a culvert ceiling thickness of 11".	2012-01-04 17:08:04
January 18 <sup>th</sup> 2012	452	Please confirm the quantity of 68" mast arms for 86th and Douglas. Sheet N.01 indicates 2. Sheet N.05 indicates 1 new and three existing mast arms.	Please see Addendum 18jan452.a02	2012-01-12 15:01:32
January 18 <sup>th</sup> 2012	603	Sheet C.1 TRAFFIC CONTROL PLAN item 2: Are the restricted lane closure times only for I-380 or does it include IA 922 (1st Ave) or ramps?	Item 2 applies to any lane closure on this project plans. I-380, IA 922, or ramps.	2012-01-17 16:47:57
January 18 <sup>th</sup> 2012	605	Will the provisions of Illinois Statute (30 ILCS 570/) "Employment of Illinois Workers on Public Works Act" apply to this project or to the portions of this project within Illinois?	No.	2012-01-03 09:48:11
January 18 <sup>th</sup> 2012	605	Reference: Active birds nests. If an active birds nest is found, how many feet away must construction operations be from the nesting vicinity?	That will be determined at that time based upon the type of construction activity and the kind of bird nesting there.	2012-01-12 16:54:36
January 18 <sup>th</sup> 2012	605	Are hand rails on the bridge to be cleaned and painted?	Hand rail on main cable and traffic rail on bridge are not to be painted. Green rail at look out area will be painted.	2012-01-17 13:29:10
January 18 <sup>th</sup> 2012	605	The bonding company is complaining that the time to complete work is not enough. Can the time be increased to 300 days?	No. The Iowa DOT has reviewed the contract period and intends to keep the number of working days at 120. If a contractor intends to bid the project they should allocate enough crews to complete the project within the contract period.	2012-01-13 15:06:42

January 18 <sup>th</sup> 2012	605	Can the time to perform the work on this project be extended to two summer seasons? II. If the performance period of 120 days is being established because of user costs caused by traffic delays, can the specifications be changed to require that work that would interfere with traffic be completed within 120 days but that work that would not interfere with traffic could be completed over a period of two seasons (665 calendar days)? I request that the time be so extended for the following reasons: 1. It is impossible to complete this project in 120 days. 2. Bidders will first add liquidated damages to the bid in an amount that they believe will cover the liquidated damages that will be assessed against them for their failure to complete the project on time. 3. In addition, bidders will add an amount to their bid that will reimburse them for the attorneys fees and other costs that they will occur in the event that the Iowa Department of Transportation takes action to terminate their contract for default when they are unable to complete on time. 4. The result is that the cost to the Iowa Department of Transportation will be much greater than it would be if IDOT allowed a reasonable period of time to perform this work. Sincerely, Gail Svoboda, President	No. The Iowa DOT has reviewed the contract period and intends to keep the number of working days at 120. If a contractor intends to bid the project they should allocate enough crews to complete the project within the contract period.	2012-01-17 13:40:18
December 20 <sup>th</sup> 2011	001	Would a pre-cast box culvert be considered or acceptable for this project?	No.	2011-12-14 14:15:55
December 20 <sup>th</sup> 2011	001	Does RR-23 apply to bid item# 0060? Thanks.	No.	2011-12-14 14:16:12
December 20 <sup>th</sup> 2011	002	Does article 2428 regarding bridge deck smoothness apply to this project?	See reference note #7 on sheet 2.	2011-12-19 10:54:29
December 20 <sup>th</sup> 2011	003	Will Benton County be taking care of the clearing and grubbing? If not, can a bid item be added for this work?	If clearing and grubbing is needed it will be added by an extra work order.	2011-12-16 11:05:44
December 20 <sup>th</sup> 2011	006	Please provide the Terracon Report per the note on sheet C.02.	This report has been posted on BIDX.	2011-12-09 15:50:29

December 20 <sup>th</sup> 2011	007	The estimating proposal calls for calls for 15 safety closures, but the plans on sheet c.12 tab 108-13A does not match. Which is the right one?	The proposal is correct. Tabulation 108-13A lists the lineal feet of safety fence, those are the "70" and "80" figures. Also Tabulation 108-13A has 15 entries that matches sheet C.01 and the proposal.	2011-11-29 15:02:30
December 20 <sup>th</sup> 2011	007	Looking at sheet C.07 of the plans and need some clarification on tab 102-5 (Location of Road Closure Barricades, this refers to RE-3A/RE-3B. This is normally a bid item but not listed in the proposal.	The information listed in Tabulation 102-4 for "road closures" is simply listing the number of street intersections that are being closed for staging purposes. Tabulation 108-13A shows the actual number of bid safety closures, which includes both sides of an intersection.	2011-11-29 15:01:10
December 20 <sup>th</sup> 2011	007	Item No. 0720 Subdrain, Tile 6 In. Dia. Where is this tabbed or what item does this go do? I don't see it on sheet C.13 with the subdrain tabs	Please refer to ADDENDUM.20DEC007.A01.	2011-12-05 11:22:59
December 20 <sup>th</sup> 2011	007	Please review the pay item for longitudinal grooving--the tab 100-28 on sheet C.10 of the Roadway plans looks like it includes some or all of the actual paving, not the bridge deck---please clarify	The quantity has been changed to include only the bridge deck, please refer to ADDENDUM.20DEC007.A02.	2011-12-14 11:08:20
December 20 <sup>th</sup> 2011	007	Is slip forming the barrier rail allowed for this project	No, as per plan sheet number 2, Estimate Reference Information for bid items 24, 25 26; "Slip forming shall not be used."	2011-12-08 13:13:22
December 20 <sup>th</sup> 2011	007	For the MSE wall...where are the soil design values? Where are the typical sections?	Sections for walls are located on U.11 to U.15 and there is soils information on the Q sheets.	2011-12-07 14:46:22
December 20 <sup>th</sup> 2011	007	Can a detail be provided for the MSE Wall coping?	We did not detail out the coping at the top of the MSE wall as we understand those details generally are provided by the wall manufacturer and may change slightly depending on the wall manufacturer. There is really no specific detailing that we are requiring as long as the top of the coping is constructed to the profile elevations listed on sheets U.11-U.15.	2011-12-13 15:25:33
December 20 <sup>th</sup> 2011	007	The drawings state that we must use temporary casing for the drilled shafts. Is there a minimum depth specified for the casing?	There is no minimum depth specified. Standard Specification 2433.03,B,2,q includes requirements for casings.	2011-12-13 15:10:45
December 20 <sup>th</sup> 2011	007	The plans state that there are 52 splash basins, but they only show 40 (see Sheet 66). Which number is correct?	40 splash basins is correct. There are 40 deck drains.	2011-12-13 15:13:21
December 20 <sup>th</sup> 2011	007	There are special provisions for colored sealer coating. Will there be a bid item and/or plan quantity for this work? Where must the coating be applied?	Please refer to ADDENDUM.20DEC007.A02.	2011-12-14 11:07:03

December 20 <sup>th</sup> 2011	007	Is it correct that all survey will be the contractor's responsibility, and that this cost shall be subsidiary to other items (see Sheet 3)?	Please refer to ADDENDUM.20DEC007.A02.	2011-12-14 11:07:39
December 20 <sup>th</sup> 2011	007	What is the schedule of the overhead power lines that are shown to be relocated by others?	The latest update we have is all the primary distribution lines have been removed at this time. The only power and poles remaining are for the streetlights which are planned to remain in place until early spring. The removal will coincide with the beginning of construction. The light poles were kept in place for safety reasons throughout the winter.	2011-12-09 11:51:39
December 20 <sup>th</sup> 2011	007	Please review tabulation for bid item# 0450. Pay length? No polymer grid tabulated. Thanks.	The proposal quantities are correct, the pay length is per each section of nonreinforced, single reinforced and double reinforced. If polymer grid is required it will be added by Extra Work Order/Change Order	2011-12-16 19:37:07
December 20 <sup>th</sup> 2011	007	Please review paving tabulation , cross sections, and jointing for this job. It is simply a mess. You can start with Head St. and Clark St. Thanks.	Tabulations have been reviewed by the designer and any changes deemed necessary have been fixed by the addendums for this project.	2011-12-16 19:39:39
December 20 <sup>th</sup> 2011	007	Item # 540 refers to sheet B08 and B09, no sheets in plans.	B.08 and B.09 are actually U.18 and U.19. Through the check plan these were actually B sheets and were changed to U sheets before the final submittal and several references to the page numbers were not updated.	2011-12-14 11:47:28
December 20 <sup>th</sup> 2011	007	DS-09016 says the daily railroad flagger cost will be shown on the proposal and that the consideration of bids will be based on the contract sum plus the railroad flagger days proposed by the bidder to complete the work multiplied by the daily railroad flagger cost. Bid Item 1070 lists 90 flaggers at a rate of \$315.00/each. This appears to be flaggers for the road construction, not the railroad flaggers. Could you clarify the railroad flagger cost, where this is included in the proposal, and where the A+B calculation will be included in the proposal? Thanks,	Please refer to ADDENDUM.20DEC007.A01.	2011-12-14 14:28:03

December 20 <sup>th</sup> 2011	007	Please review the tabulated quantity for Item #20 Granular Backfill. This item is paid by the ton and has a plan quantity of 23,000 Ton. It appears that this quantity of material is substantially less than what will be required to fill the foundation improvement, MSE Wall Backfill, and Granular Fill under roadway for both ramps at each end of the bridge. From the tabulation of quantities sheet T.01 and T.02 it looks like the 23,000 Quantity may reflect Cubic Yards and not Tons. Please clarify if this item will be paid by the CY or TON and if paid by the TON an adjustment in quantity will be made?	Please refer to ADDENDUM.20DEC007.A03.	2011-12-16 19:40:30
December 20 <sup>th</sup> 2011	007	Why do the curved sole plates cast into the concrete beam ends differ in thickness by 1/8"? This small difference has the potential to cause problems confusion during beam fabrication, shipping to the jobsite, and installation by the erector. Has the reinforcing stirrups been detailed differently in the beams requiring the thicker plate? I strongly suggest you reconsider a uniform plate thickness for the entire bridge in order to eliminate confusion throughout the duration of the project.	Please refer to ADDENDUM.20DEC007.A03.	2011-12-19 17:16:59
December 20 <sup>th</sup> 2011	007	Can we get a quantity of conduit that is incidental to the concrete barrier rail?	The conduit can be estimated by utilizing sheet numbers 64 65.	2011-12-19 13:21:34
December 20 <sup>th</sup> 2011	007	Per Addendum 2, Typical 2209A, 2209B, and 2212 are all 8" thick now, does this increase the plan quantities for the 8" paving and remove the quantities for the 7" paving from this project?	These items are measured quantities. Bid the items as shown in the proposal. Payment will be based upon quantity placed.	2011-12-19 12:15:55
December 20 <sup>th</sup> 2011	008	What does item #27 Fertilizing go on?	Item #29 native grass seeding and item #30 wetland grass seeding	2011-12-08 18:54:24
December 20 <sup>th</sup> 2011	008	What is the fertilizer rate per AC for item #31?	Standard Specification 2601.03 b.	2011-12-08 18:55:03



December 20 <sup>th</sup> 2011	011	Bid Item #28 Granular Backfill is described as the backfill for the Precast Arch Culverts and the Storm Sewer Backfill under proposed paving. In the past, this CY item tends to overrun in quantity. Would there be any consideration to converting this item to TON by the DOT conversion rate of 125 pcf for granular backfill? 3,541 CY would be equivalent to approximately 5,975 TON. This would allow for more accurate measurement and a way to differentiate the Granular Backfill for the storm sewer vs. the arch culverts. The reference sheets, V.10 and M.13 do not specify how many TON or CY are to be installed for either area.	Granular backfill can be bid either in cy or tons. The designer chose the item code for cy. We won't write an addendum to change the item to tons. We will pass this on to the designer so he is aware for future projects.	2011-11-29 11:02:27
December 20 <sup>th</sup> 2011	011	The reference sheets, V.10 and M.13 do not specify how many TON or CY of Granular Backfill are to be installed for either area. Would a breakdown be made available? What are the compaction requirements of the compacted granular backfill for the Arch Culvert?	GRANULAR BACKFILL FOR STORM SEWER* = 263 CY GRANULAR BACKFILL FOR ARCH CULVERTS = 3,278 CY TOTAL = 3,541 CY THE GRANULAR BACKFILL FOR STORM SEWER IS BROKEN DOWN ON THE UPPER LEFT TABLE ON SHEET M.12. THE COMPACTION REQUIREMENTS ARE LISTED ON THE BOTTOM LEFT OF SHEETS V.5 AND V.9, UNDER PRECAST THREE-SIDED CULVERT NOTES #3 #3.1.	2011-12-05 11:20:31
December 20 <sup>th</sup> 2011	011	Sheet V.4 and V.7 indicate the footing piles for both structures are to be driven to refusal in bedrock. Estimate reference section for HP10x57 does not indicate the need for driving points. Is this correct?	Driving points are not required.	2011-12-05 11:19:09
December 20 <sup>th</sup> 2011	011	Are soil borings available for the Stream Mitigation Area so we can determine the dewatering needs for bid item 84 to maintain water levels 2 feet below maximum excavation depth?	There were no soil borings drilled within the limits of the stream mitigation area. The dewatering note requiring the contractor to maintain water levels 2 feet below maximum excavation depth refers to areas beneath proposed pavement.	2011-12-08 12:35:03
December 20 <sup>th</sup> 2011	011	Please clarify the limits of the form liner. Is form liner required on both sides of the headwalls? Is form liner required on the outside or inside face of the wingwalls?	See addendum 20dec011.a01.	2011-12-19 13:24:45
December 20 <sup>th</sup> 2011	011	The headwall dimensions for the structure at 218+05 are larger than can be manufactured in precast. Cast-in-place will be required for this structure. Details for connections of cast-in-place walls to the arch culvert can be provided. Please comment.	See addendum 20dec011.a01.	2011-12-19 13:25:03

December 20 <sup>th</sup> 2011	011	The headwalls for structure 225+50 can be provided as detached headwalls. Detached headwalls are manufactured by "match casting" and are not integrally cast with the structure. These walls can be manufactured as such so long as they do not need to withstand and be designed for crash impact. Please comment.	See addendum 20dec011.a01.	2011-12-19 15:39:29
December 20 <sup>th</sup> 2011	011	On sheet U.03 between Sta 219+75 to 221+75 there appears to be an oxbow and soil boring 10 does not appear. Was soil boring 10 taken so we can evaluate dewatering in this roadway and bypass channel area?	There is no boring log between sta. 219+75 and 221+75.	2011-12-14 11:34:04
December 20 <sup>th</sup> 2011	014	On the proposal and on sheet no.2, under Estimated Quantities, Item No.4 specifies a class A roadstone, but in the estimate reference information table, it specifies gradation no. 12A which is for granular subbase. Should gradation no. 11 be specified?	No, gradation 12A is specified and desired by the county engineer.	2011-11-29 11:03:47
December 20 <sup>th</sup> 2011	015	Is the Division 3 work that is to be performed 8 to 10 months after completion of the initial work mandatory or will the Division 3 work only be performed if the anticipated settlement has occurred?	The Division 3 work that is to be performed 8 to 10 months after completion of the initial work must be bid and is mandatory. It anticipated that the settlement will occur within the time period shown on page 2 of the Proposal Details.	2011-12-14 16:46:01
December 20 <sup>th</sup> 2011	016	Road closure plan calls for 48 x 18 detour arrows. Can 30 x 24 M4-9R M4-9L used instead? The 48 x 18 detours normally mount on type III barricades.	Please bid the size specified in the plans.	2011-11-29 11:38:41
December 20 <sup>th</sup> 2011	016	On the Bid Proposal items 048 to 055 say Storm Sewer Gravity Main with Casing Pipe, RCP 2000d and the size of pipe, is Casing Pipe required?	Please see Addendum 20dec016.a02	2011-12-08 14:24:22
December 20 <sup>th</sup> 2011	016	What standard is to be used for the modular wall?	Please refer to the Iowa Department of Transportation - Standard Specifications for Highway and Bridge Construction Book, Section 2430. MODULAR BLOCK RETAINING WALL.	2011-12-08 15:27:58

December 20 <sup>th</sup> 2011	016	Item 28 Reinforcing Steel the plan Quantitty is 28,528 LBS. but the tab for the Combined Sidewalk Retaining wall is 8,165 LBS, and tab for Structural Concrete retaining Wall 1 is 23,959 LBS with is a total of 32,124 LBS is there an error	The specifications for the bid Item Combined Concrete Sidewalk and Retaining Wall state that payment for each CY is compensation for furnishing all materials, including Reinforcing Steel, so the 8,165 lbs shown in the tab on page C.05 is for reference only. The 28,528 lbs includes the Reinforcing steel for Retaining Wall No. 1- 23,959 lbs, and the 4569 lbs for the curtain walls on all 3- Soldier Pile and Lagging walls (see tab on page C.05) for total of 28,528 lbs.	2011-12-08 15:26:05
December 20 <sup>th</sup> 2011	016	It looks like there is a conflict between the MC10x33.6 channel and the PZ 22 sheet pile. The inside dimension between the flanges of the MC10x33.6 is 7 3/8". PZ 22 section is 9" tall which will not fit into the web of the MC10x33.6.	Please see Addendum 20dec016.a03	2011-12-14 16:56:59
December 20 <sup>th</sup> 2011	016	Given the staging required on the project, would it be possible to get any AutoCAD or Microstation files to help break down the quantities for various items per stage?	No electronic files are available.	2011-12-14 10:50:40
December 20 <sup>th</sup> 2011	016	Can flooded granular backfill be used for item 21 to aid with compaction around the tiebacks?	We discussed this with the designer and Allender Butzke Engineers Inc. and determined that using flooded granular backfill cannot be allowed behind the walls. The backfill shall be clean sand (Iowa DOT Gradation No. 35 as described in Section 4134 Natural Sand/Gravel) and shall be compacted in 8 inch maximum lifts to no less than 98% of Standard Proctor.	2011-12-16 18:59:54
December 20 <sup>th</sup> 2011	016	Is there any product information or specifications that can be provided for the colored concrete stain required for the concrete retaining walls?	The notes on Aesthetic Treatments on page U.18 have all the info needed to bid. Stain used should comply with the Formliner manufacturer's specifications for the stain used with their product". Following is a website that may be helpful to see the patterns and stain specifications. <a href="http://www.customrock.com/all-patterns.html">http://www.customrock.com/all-patterns.html</a>	2011-12-14 11:05:54

December 20 <sup>th</sup> 2011	016	Do ALL the interlocks of the sheet pile for the retaining wall need to be interlocked? If so, how do you propose threading the sheets horizontally?	We have discussed this question with the designer and we agree that in order for the sheet pile lagging to meet the required section properties for the design, the steel sheet pile does need to be fully interlocked in each lagging bay. Sheet pile properties are in a per foot basis; not a single pile section basis. In addition, the interlocking of the sheet pile sections is necessary to retain the backfill in a reliable fashion. We have investigated a couple of methods of installing the sheet pile lagging fully interlocked and believe it is feasible for the Contractor to construct it this way. However, in order to allow the Contractor latitude in his construction methods, we feel the means and methods of this installation shall be determined by each Contractor.	2011-12-16 19:01:53
December 20 <sup>th</sup> 2011	016	The steel mills are imposing a 300 ton minimum order criteria to be met for the C10x33.5 channels in A709 weathering steel. This project is significantly under this qty.	Please see Addendum 20dec016.a04	2011-12-16 19:30:31
December 20 <sup>th</sup> 2011	016	Will VE options be considered for the sheet pile retaining wall?	I would not consider the sheet pile retaining walls as being exempt from consideration of VE proposals as per the current language in the Specifications, but obviously any proposed changes to the wall would require review by design engineers, so section 1105.15.H would definitely apply.	2011-12-15 18:34:27
December 20 <sup>th</sup> 2011	016	A soils report or boring logs at the locations of the sheet pile walls will be needed in order to bid the drilled shafts on this project, can this be made available?	The "Q" sheets have all the soil boring logs at these locations shown.	2011-12-15 14:47:25
December 20 <sup>th</sup> 2011	016	Can you describe the concrete mix design you would propose for the soldier beam drill holes so we can propose what the contractors will need and hopefully be bidding apples to apples. Does it need to pump? Does it need to be flowable in consistency? Should there be coarse aggregate? calls for 2500# lean mix with minimum 1.5 sacks of cement and w/c ratio of below .50. Not sure exact amount of cement to get to 2500#, but with such a low w/c ratio, seems like it'll be pretty dry.	The concrete mix is described in section 2.3 of SP-091023. Any change to this will be done after letting by an extra work order.	2011-12-20 09:00:17
December 20 <sup>th</sup> 2011	019	Does RR-23 apply to bid item# 0080? Thanks.	Does not apply.	2011-12-08 19:00:21

December 20 <sup>th</sup> 2011	021	Bid item 0430 references durable markings with the quantity of 3.13 STA. We are estimating the 4" to be 2.75 STA of roadway, pay would be 0.69 or 1/4 of the roadway. Is this correct, or do you need to adjust your quantities? It shows broken yellow. Sheet (C.04)	Refer to Addendum 20DEC021.A01.	2011-12-16 11:10:17
December 20 <sup>th</sup> 2011	023	Page C.6, item #102 calls for a davit arm to be installed on the traffic signal poles, but goes on to say "this quantity does not include the traffic signal pole structures or portions...." Since davit arm is a continuation of the pole shaft, the davit arm is an integral part of the traffic pole and is not a separate item. Do you want a bolt-on type of luminaire arm rather than a davit?	Item No. 102 on Sheet C.6 calls for a Davit arm style LUMINAIRE. Payment is full compensation for materials, equipment, and installation of each Davit arm style LUMINAIRE onto a traffic signal pole luminaire arm, according to the contract documents. This item is referring to the luminaire on a Davit arm light pole not the actual davit arm itself.	2011-12-08 13:52:34
December 20 <sup>th</sup> 2011	023	plan sheet U.45 states "any piles placed within project boundaries shall be prebored" Is this referring to the project boundaries of this project or the project boundaries of the Perry Creek conduit?	Note 4 on sheet U.45 refers to the "Perry Creek Restricted Access" area depicted by the hatched area on the sheet. The pre-boring requirement does not apply to piles placed on project IM-29-7(42)149—13-97 outside of the Perry Creek Restricted Access area unless otherwise stated in the plans.	2011-12-09 11:28:54
December 20 <sup>th</sup> 2011	023	SP-090169 "Special Provisions for Intermediate Foundation Improvements" requires IFI below seven MSE Wall and lists them as: MSE Wall #5060, #5061, #5062, #5070, #5071, #5072, #5075. Should those numbers be: MSE Wall #5260, #5261, #5262, #5270, #5271, #5272, #5275 to correspond with the Plan Sheets? Should this be extended to all occurrences including the sta to sta tabulations in Items 3, 6 7?	The first two digits of the MSE walls named in SP-090169 should read "52", not "50". Similarly, the station tabulations of SP-090169 should begin with "52", not "50".	2011-12-09 11:33:02
December 20 <sup>th</sup> 2011	023	Item #3 under 090169.01 Section B indicates that the segment of Wall #5262 from Sta 526203+00 to Sta 506205+51 (I assume this should be Sta 526205+51) requires IFI and requires a bearing pressure of 3,500 psf. However, the Plan Sheets indicate that the IFI section would end at Sta 526203+00. Which is the correct termination point for this contract?	The values specified in SP-090169, Section B, items 1 through 7 are minimum bearing pressures for each of the MSE walls and generally do not match the intended limits of the Intermediate Foundation Improvement construction. Refer to the Q Sheets for the intended limits of IFI construction for the MSE Wall identified above.	2011-12-09 11:29:53

December 20 <sup>th</sup> 2011	023	Item #3 indicates that the segment of Wall #5275 from Sta 527506+50 to Sta 507508+73 (here again I assume this should be Sta 527508+73) requires IFI and requires a bearing pressure of 5,070 psf. However, the Plan Sheets (Q.24 Q.25) indicate that the IFI section would end at Sta 527508+00. Which is the correct termination point for this contract?	The values specified in SP-090169, Section B, items 1 through 7 are minimum bearing pressures for each of the MSE walls and generally do not match the intended limits of the Intermediate Foundation Improvement construction. Refer to the Q Sheets for the intended limits of IFI construction for the MSE Wall identified above.	2011-12-09 11:34:31
December 20 <sup>th</sup> 2011	023	Similarly Item #3 indicates that the segment of Wall #5272 from Sta 527206+25 to Sta 507208+13 (here again I assume this should be Sta 527208+13) requires IFI and requires a bearing pressure of 3,000 psf. However, the Plan Sheets indicate that the IFI section would end at Sta 527206+25. Which is the correct termination point for this contract?	The values specified in SP-090169, Section B, items 1 through 7 are minimum bearing pressures for each of the MSE walls and generally do not match the intended limits of the Intermediate Foundation Improvement construction. Refer to the Q Sheets for the intended limits of IFI construction for the MSE Wall identified above.	2011-12-09 11:44:50
December 20 <sup>th</sup> 2011	023	Also with Wall #5272, the Special Provisions and the Q-sheets indicate that the IFI should extend to Sta 527206+25, whereas Sheet V.16 indicates that the IFI limits should end at Sta 527203+63.14 for this project bid and that continuation would be under a separate contract. Is the IFI to be completed through Sta 527206+25 under this contract with the wall construction to be completed later? Or is the IFI limits for this contract to terminate at Sta 527203+63?	The IFI construction limits for Wall #5272 should coincide with the wall construction limits of this project (Sta. 527203+63.14). The remaining IFI for Wall #5272 will be completed by others when the wall is completed in a future project.	2011-12-09 11:46:05
December 20 <sup>th</sup> 2011	023	Please review Item 1950. The item description calls for 8 inch paving using a Class C, Class 3I concrete mix. Additionally, the details on plan sheets B.8 to B.11 state that the mainline has CD joints on 20' spacing. This is considered an alternate bid with Item 1960 which is 9 inches of temporary asphalt paving. These alternates don't appear equal or equitable	We have reviewed the design and you are correct these alternates do not appear to be equal, however these are the alternates the designer has determined to be bid. Please bid the alternates as shown in the contract documents.	2011-12-07 11:52:20



December 20 <sup>th</sup> 2011	023	Project (38) design sheet 4 of 53; sheet number 5 shows an existing 24" water main. This water main appears to be less than 1' away from the new pier footings. Will this water line be relocated?	The water line depicted on sheet 5 of the (38) plan set is addressed in the Utility Bid Attachments (util023_a[1].pdf). The water line is likely located further south than depicted in the (38) project plans and is believed to run along the north edge of Tri-View Ave. Efforts to field verify the water line's location through subsurface utility exploration were inconclusive, though other field survey data infer a location further south than shown. As noted in the Utility Bid Attachment, the City does not feel that the water line will be impacted, but will closely monitor as construction moves along.	2011-12-14 09:39:47
December 20 <sup>th</sup> 2011	023	This project requires the staged removal of existing MSE walls with temporary shoring. Are Asbuilts/shop drawings available on the existing MSE walls?	Yes, they should be but more information would be needed about the wall in question in order to locate it.	2011-12-16 19:44:48
December 20 <sup>th</sup> 2011	023	Sheet J.65 shows a temporary wall along Ramp C to remain in place. Since this retaining wall is to remain at the end of the job the owner needs to design this wall. The contractor does not know how long the wall will remain in place, the expected loads on the wall, etc. The contractor should not be expected to take the unknown liability with the wall once the job is accepted. This wall is not temporary for the staged construction of this contract; it is a permanent wall for this contract. Please provide a design for this wall.	The designer disagrees with the statement that the owner needs to design this wall. For the purposes of his design, the Contractor may design the wall as if it will be a permanent installation.	2011-12-14 15:09:08
December 20 <sup>th</sup> 2011	023	The proposal has two wage decision numbers attached IA100001 (heavy Highway) IA100031 (for heavy river work on Missouri river). How do I determine which wage decision I am to use?	Read the note on Page 2 of the proposal details. <b>***MISSOURI RIVER WAGE DECISION*** WAGE DECISION IA10-31.12 SHALL APPLY ONLY TO PROJECT IM-029-7(41)149--13-97.</b>	2011-12-08 10:11:07
December 20 <sup>th</sup> 2011	023	Proposal Bid Item Quantities vs Plan Quantities No. 1580 - 816.80 Sta. Plans - 777.84 Sta. No. 1590 - 366.60 Sta. Plans - 349.14 Sta. No. 1610 - 434.50 Sta. Plans - 135.48 Sta. Symbols Removed - 20 Each - Plans. No Bid Item Please advise.	Refer to Addendum 20DEC023.A02.	2011-12-14 15:06:18

December 20 <sup>th</sup> 2011	023	The intakes listed on sheet M.1 in the table do not match up with the intakes on the profile sheets M.8 - M.11. For example, on sheet M.1 - intake 812506 is listed as a SW-549. On sheet M.8 it shows intake 812506 as SW-507. There are discrepancies with inlet types SW-507, SW-509, SW-511 and SW-512. Please clarify the number of eaches and the correct locations and types.	Please refer to ADDENDUM.20DEC023.A02.	2011-12-16 19:42:02
December 20 <sup>th</sup> 2011	023	There is no classification for "bricklayer" on the predetermined wage rates. We will need one for the ornamental brick columns.	A conformance request to have the Bricklayer classification added to the predetermined wage rate will need to be submitted to the Resident Construction Engineer's (RCE) Office after the letting. The conformance request shall include both base pay and fringes. For additional information concerning this issue please contact John Smith in the Office of Contracts.	2011-12-14 10:49:11
December 20 <sup>th</sup> 2011	023	There are bid items for construction survey for both bridges. Whose responsibility will be the construction survey for the grading and paving?	District 3 will be responsible for the construction survey on the grading and paving project (42).	2011-12-19 11:54:31
December 20 <sup>th</sup> 2011	102	The project plans have no bid tabs. Please explain where the 80 SY difference is of driveway removals (390) and replacement driveways (310).	This project has been withdrawn from the letting	2011-12-14 14:17:21
December 20 <sup>th</sup> 2011	152	What depth is the longitudinal subdrain to be placed at?	Please refer to ADDENDUM.20DEC152.A01.	2011-12-05 14:28:37
December 20 <sup>th</sup> 2011	152	Will the millings from the project be allowed to be screened and placed for the granular shoulders?	Yes, provided Standard Specifications Section 2121 is utilized.	2011-12-12 15:08:23
December 20 <sup>th</sup> 2011	153	The existing tabulation of p.c.c. pavement lists 10". The patching tabulation for p.c.c. patches on sheets C.18 and C.19 shows replacement depth of 9" in some locations. Is this correct? Thanks.	Yes, the plan is correct.	2011-12-05 11:24:18
December 20 <sup>th</sup> 2011	153	Referring to note J on tab 104-3 sheet C.10, the plans call for a 4'x5.5' RCB to be lined with a 42" RCP. This raises a conflict given that the O.D. of a 42" RCP is 52.5" and the width of the RCB is only 48". Please advise.	Bid the item as shown on the proposal, a change order will be produced post-letting.	2011-12-19 12:16:48
December 20 <sup>th</sup> 2011	154	Are the existing bridges on this project structurally sound enough to carry loaded tandem trucks?	Yes, they have been inspected from a structural standpoint. County staff runs maintenance equipment across where widths allow. There used to be trains running on these bridges.	2011-12-16 11:13:49

December 20 <sup>th</sup> 2011	154	Can you please provide T sheets or some sort of a breakdown of the earth work quantities other than the limited info available in the item description? Also the plans reference potential waste sites. Does the contractor have to make arrangements with the property owners to use these sites or are they readily available at the contractors option? Thank you	A 'T' sheet is not available, please use the information provided in the plans. The waste sites have been identified as "potential", please refer to Standard Note 213-1 on plan sheet A.02.	2011-12-05 14:29:21
December 20 <sup>th</sup> 2011	154	It appears that there will be 25,616 CY of cut on this project but the class 10 item is only 13,598 CY. Should this be changed to 25,616 CY to reflect the quantity of grading that will be required on this project? Thank you	Please refer to ADDENDUM.20DEC154.A01.	2011-12-16 09:37:54
December 20 <sup>th</sup> 2011	154	Will it be acceptable to chip up the trees and branches and spread the chips on the slopes for mulch?	Mulching shall comply with Standard Specification Section 2601.	2011-12-15 08:43:14
December 20 <sup>th</sup> 2011	154	Sheet # B02 the cross section Pcc Trail over Bridges shows an Engineering Fabric placed over Deck, what is the spec, on the Fabric.	Please refer to Standard Specifications Section 2507.02,D	2011-12-15 11:48:46
December 20 <sup>th</sup> 2011	154	Is the contractor responsible for HMA pavement sampling? If so, shouldn't there be a bid item for HMA Pavement Samples?	No. Updated answer. HMA samples were added by ADDENDUM.20DEC154.A01.	2011-12-16 09:41:23
December 20 <sup>th</sup> 2011	155	The depth of the subdrain for the Lucas Co. portion is tabbed at 32". Looking at the Marion Co. Division 2 section it shows a depth of 66" is this a mis-print? Also look at line No.22 and No.23 it looks like a bust in the stationing which would greatly effect the project total.	SEE ADDENDUM 20DEC155.A02	2011-12-07 15:38:46
December 20 <sup>th</sup> 2011	155	There are EF joints listed for both sections of this project but there are not bid items for FD Finish area or count. There is also a tabulation for PD patching on Division 2 but no bid items for that tabulation. Thanks.	See Addendum 20dec155.a03	2011-12-14 16:10:28
December 20 <sup>th</sup> 2011	155	The bid quantity in LF for longitudinal joint repair is not 60% of 2x the length of the project. Please inform on what quantity is correct. Thanks.	Since the method of measurement for longitudinal joint repairs , per 2541.02, is by foot, on the basis of 6 inch widths; The 24 inch width then has $24 / 6 = 4$ lf for each 1 linear foot. At each Station range, there are 2 , 24" wide, longitudinal joint repairs needed - the right and left widened pavement joint. 60% of station range joint locations look poor, and do need repair. The quantity is correct.	2011-12-16 08:46:22

December 20 <sup>th</sup> 2011	158	Items No. 2,3 and 21,22. It appears they are reversed. It that correct?	The quantities shown on C.1 are correct.	2011-12-14 10:22:57
December 20 <sup>th</sup> 2011	160	I question if the quantities of special backfill listed under typical 2620 are right. They seem short for the distance and depth.	Please see Addendum 20dec160.a01	2011-12-08 14:26:09
December 20 <sup>th</sup> 2011	160	Line item 0500 is to remove and relay cmp <= 36" at 6 locations for a total of 11'. The remark at each location in tab 104-3 says remove 1' or 2'. I'm confused as to what is really wanted.	The intent of this item is to have short sections of existing cmp pipe that are damaged removed by the contractor prior to installing a new apron(s) onto the pipe end(s). The contractor will not be required to replace the short damaged section of pipe.	2011-12-05 11:21:27
December 20 <sup>th</sup> 2011	160	The reference note for line item 180, class 13, says the bid quantity is only for additional borrow needed. How do we get paid for the cut yards on the project? Are they incidental to the borrow yards? Seems like there should be a class 13 item for the cut yards of 5200 CY from detail MC-3 and 1520 CY from detail 2620 and and an additional item for the import yards to complete the embankment. It also appears the 20% shrink was added only to the import yards and not the total embankment yards. Please clarify.	Please see Addendum 20dec160.a01 and Addendum 20dec160.a02.	2011-12-20 09:42:05
December 20 <sup>th</sup> 2011	160	Was the 30% shrink applied correctly to the topsoil items? Tab 103-4 says 1060 CY is to be stripped, salvaged and spread, yet the bid quantity is 1400 CY.	We think we are comfortable with the bid items as listed. Estimating the amount of topsoil in place is not based on significant measurements. It is an estimate in every sense of the word. Also, the amount of shrink/swell is a best guess as well. We believe contractors should bid the project based on the quantities listed.	2011-12-15 18:36:20
December 20 <sup>th</sup> 2011	160	There is not a patch thickness listed for the patching on section 1. Thanks.	Please see Addendum 20dec160.a02	2011-12-20 09:39:09
December 20 <sup>th</sup> 2011	160	The subdrain tabs 104-9 looks like they forgot to add the lineal footage from station to station. It looks like all that is tabbed is the footage for the outlets.	Please see Addendum 20dec160.a03	2011-12-16 19:29:34
December 20 <sup>th</sup> 2011	305	Plan sheet B.1 shows "Possible Locations of Subdrains." Will subdrains be required or not? If so, what diameter and how may LF will be required? What will the backfill requirements be? What type of outlets will be required?	Refer to MSE Retaining Wall #5205 and Construction Notes on Sheet V.1. Subdrains will be required and shall be incidental to the cost of the MSE Wall per Estimate Reference Note No. 13 on Sheet C.2. All details of the subdrain construction shall be included with the design of the MSE wall.	2011-12-07 14:44:47

December 20 <sup>th</sup> 2011	305	The design for a major aspect of this project, the Intermediate Foundation Improvements, is the responsibility of the contractor. With a major portion of the project not even designed, and therefore the extent of that work undetermined, how was a contract period of 75 days arrived at?	Refer to ADDENDUM 20DEC305.A01.	2011-12-12 15:16:20
December 20 <sup>th</sup> 2011	305	Plan sheet V.2 depicts 59"x59" panels for the MSE wall. Are 5'x9' panels acceptable provided they have the same form liner?	MSE wall panels shall be 59" x 59" as shown in the contract documents. No alternative panel dimensions will be accepted.	2011-12-08 14:31:18
December 20 <sup>th</sup> 2011	305	Will precast coping for the MSE wall be acceptable?	According to Coping Details on Sheet V.2 the coping shall be cast in place.	2011-12-08 18:51:01
November 15 <sup>th</sup> 2011	001	Open Rails Reinforcing it has a Standard Epoxy Open Rail Details showing on a Black Bid Number.	Please refer to the Note on Bridge Standard Sheet J30-44-06. "IF PLANS SPECIFY THAT THE REINFORCING STEEL IN THE SLAB BE EPOXY COATED, ALL OPENRAIL REINFORCING STEEL SHALL ALSO BE EPOXY COATED. OTHERWISE THE OPEN RAIL REINFORCING SHALL NOT BE EPOXY COATED."The deck steel is black, therefore the open rail steel shall be black.	2011-11-07 11:41:43
November 15 <sup>th</sup> 2011	003	Please review square yards for bid item 0100. Also, does RR-23 apply? Thanks.	SEE ADDENDUM 15NOV003.A01	2011-11-02 09:29:41
November 15 <sup>th</sup> 2011	003	Item 0100 The 9" Paving,this area is 200 LF by 24', shouldn't it be 533.33 SY? Item 0190 as well	SEE ADDENDUM 15NOV003.A01	2011-11-02 09:29:12
November 15 <sup>th</sup> 2011	003	on sheet v.02 in the notes it states Granular subbase 4121 but in the detail it states Gran subbase with max size of 3/8". Which would be correct?	Please See Addendum 15nov003.a02	2011-11-03 10:53:16
November 15 <sup>th</sup> 2011	003	Will Quartzite be allowed for the Granular Material. It only calls out limestone in the plans.	The granular material must meet the requirements of Section 4120.	2011-11-14 15:38:31
November 15 <sup>th</sup> 2011	003	Can IA E or B Revetment be substituted for the IA A Revetment?	No.	2011-11-14 15:34:02
November 15 <sup>th</sup> 2011	004	The TBR quantity in the proposal is 585ft; the quantity on sheet B.1 Detail 8212 is 1170ft. Please review. This project as temporary signals and 135 flaggers. Is the number of flaggers accurate considering the project has temporary signals?	Please see Addendum 15nov004.a01	2011-11-09 14:12:57
November 15 <sup>th</sup> 2011	005	On sheet SPS.14, reference note 3 requires 56 pipe sections; reference note 4 requires 70 hole locations; which holes get the pipe sections?	See addendum 15nov005.a01	2011-11-08 16:17:41

November 15 <sup>th</sup> 2011	005	Will the over head power lines be relocated prior to the start of the job?	SEE SECTION 1107.15 OF THE STANDARD SPECIFICATION REGARDING UTILITY COORDINATION.	2011-11-09 12:41:54
November 15 <sup>th</sup> 2011	006	Item #0150-- HP 12 x 53 pile has a qty of 2-lf yet the plans show 2492-lf. I am assuming an addendum will be issued for this ?	Please refer to ADDENDUM.15NOV006.A01	2011-10-28 12:06:18
November 15 <sup>th</sup> 2011	006	The drawings show different bearing conditions for the abutments. In one place it shows bar, and on another sheet it shows sole plates and pads. Could you please clarify which bearing condition is correct? Thanks.	Please refer to ADDENDUM.15NOV006.A01	2011-11-04 09:20:37
November 15 <sup>th</sup> 2011	006	The piling on the job are called out as 77-42-47 feet long. They are supposed to be specified to the nearest 5 ft increment. This needs to be changed. I dont think anyone is smart enough to know within 2 feet on pile driving, at least i haven't found one yet.	You are correct it is supposed to be in 5' increments. However, The specifications indicate the method of measurement to be the plan length and we would not want to adjust this by addendum. Bid the amount shown in the contract documents.	2011-11-10 16:27:52
November 15 <sup>th</sup> 2011	009	Does a floor need to be poured between the flared end aprons? The end sections will come as two pre-cast inverted T's. Typically there is not a floor between them but it looks like one is shown on the plans. Nothing is mentioned about a floor in the item description. Can you please clarify?	Yes a floor is expected between the end sections. The details for the apron/end section/curtain wall shall be submitted per the notes on the bottom left corner of sheet B1.	2011-11-10 17:06:24
November 15 <sup>th</sup> 2011	009	Can you provide dimensions for the floor slab that you are wanting poured between the wing walls so that all contractors are bidding the same thing? Does it go all the way to the ends of the wing walls? Whats the thickness of the slab and reinforcing requirements etc? Thank you	The item for flared end sections will be deleted by addendum.	2011-11-15 09:37:55
November 15 <sup>th</sup> 2011	101	Item # 0110 structural concrete refers you to sheet # U02 for the steps, in the notes for the steps says place #4 bars as shown, none shown.	Refer to ADDENDUM.15NOV101.A01.	2011-11-07 11:26:52
November 15 <sup>th</sup> 2011	101	The pedestrian bridge requires four HP8x36 piles,no length is shown for the pile locations. The plan quantity is 112',are we to assume 4 at 28'?	Refer to Pile Data (2-abuts) on Sheet U.01. Estimated length is 28 feet and the number required is 4 for a total of 112 LF.	2011-11-09 14:16:53
November 15 <sup>th</sup> 2011	101	I dont see a pay item for 4" Aggregate Base, GR12. Is this incidental to something?	REFER TO ADDENDUM 15NOV101.A02.	2011-11-10 17:01:59



November 15 <sup>th</sup> 2011	101	The typical on sheet B.01 for the 5" PCC trail shows 4" of (IDOT Gradation #12)granular sub base to be place under the trail. Is this incidental or how is this going to be paid for.	REFER TO ADDENDUM 15NOV101.A02.	2011-11-10 17:02:20
November 15 <sup>th</sup> 2011	103	Does this bridge have a timber or concrete deck? Thanks	All three are timber.	2011-11-04 09:19:49
November 15 <sup>th</sup> 2011	103	Sheets V.01-V.03 show Class 20 Excavation limits on both sides of "Contractor Designed Abutments". Can the backfill details on both sides of abutment be clarified or is this to be "Contractor Designed Backfill"? The modified subbase backfill appears to have a 4" subdrain across the abutment backwall. Should there be a porous backfill zone under modified subbase around the 4" subdrain?	Backfill precast bridge abutments per manufacturer's instructions or backfill Cast-in-place wall per structural engineer's instructions. No separate porous backfill is planned around the subdrain tile adjacent to the abutments.	2011-11-08 16:19:12
November 15 <sup>th</sup> 2011	103	For the "Contractor Designed Abutments", the contractor will require soil borings or geotechnical reports, weights of existing 29' and 39' bridges, and design loads or reactions of the existing 29' and 39' bridges. Will these be made available to the contractor before the letting?	This project/proposal has been withdrawn from the letting.	2011-11-10 15:01:46
November 15 <sup>th</sup> 2011	103	The supplier is requesting additional information for the Contractor furnished Pre-Engineered Steel Truss Trail Bridge, 50'. The supplier would like to clarify the bridge deck finish, timber or concrete? Will the safety rail system be horizontal safety rail or vertical pickets? Will the handrail be wood rub rail or pipe handrail? Will a toe plate be required? Sheet V.03 shows 29.33' in plan view and 50' in profile view. Please clarify.	This project/proposal has been withdrawn from the letting.	2011-11-10 15:02:35
November 15 <sup>th</sup> 2011	103	Is the Intake SW-541 a remove and replace item? I am not seeing this on the D sheets, but do see a removal item on sheet V.04. Thanks	This project/proposal has been withdrawn from the letting.	2011-11-10 15:03:02
November 15 <sup>th</sup> 2011	103	on Line number 0180 for the Sw-541 Intake, is this item a remove and replace item? I am not seeing this structure on the D sheets, but see a structure removal on sheet V.04. Thanks	This project/proposal has been withdrawn from the letting.	2011-11-10 15:03:50

November 15 <sup>th</sup> 2011	104	Sheet C.01 states to maintain access from at least one direction. This combined with the flagger requirements leads me to believe you intend this to be paved 1/2 width. Is that your intent?	No.	2011-10-28 12:06:50
November 15 <sup>th</sup> 2011	104	Are the transverse joints to be CD or C joints on Taylor avenue? On sheets L.01 and L.06 the transverse joints are shown as CD joints and Sheets L.02-L.05 they are shown as C joints. Is there any other special jointing requirements on the overlay section? Normally, the jointing pattern is 5' x 5' on overlay sections.	Taylor Avenue Y14 has both types. Hwy 927 F58 has "CD" joints. The overlay areas require "C" joints on 15' spacing (refer to reference note 15 on Sheet C.02). The reconstruction areas require "CD" joints on 15' spacing (refer to reference note 1011 on Sheet C.02). Sheets L.01 and L.06 are in reconstruction areas. Sheets L.02-L.05 are in overlay areas. Please refer to Sheet B.02 for the locations of reconstruction and overlay areas	2011-11-03 10:52:26
November 15 <sup>th</sup> 2011	104	Item 10- Class 10 quantity appears to be incorrect. It should be 7,174 c.y. rather than 13.030 c.y.. If you look at the estimate reference information on sheet C.02 it shows the fill at 7,174 c.y. When you add up the available cuts-MD cut of 3320 c.y. , the road ditch cut of 2536 c.y., and the contractor borrow of 1,318 c.y. for a total cut of 7,174 C.Y. they match the fill quantity needed. Thank you	Please refer to ADDENDUM.15NOV104.A01	2011-11-03 10:17:48
November 15 <sup>th</sup> 2011	104	If a concrete plant is setup offsite for this job, will the operators and laborers at the plant be required to be paid prevailing wage? Will the truck drivers be required to be paid prevailing wage when they are hauling from this plant to the job site? Will the truck drivers be paid prevailing wage when they are on the project even if they are hauling material from a commercial source (i.e. a quarry)?	Standard Specification 1102.04 paragraph C states:If a predetermined wage is shown on the proposal form, it will apply to all labor used on the project. This will include labor used in the production of aggregate, HMA, and ready mix PCC which is not produced in a commercial plant. The rulings of the U.S. Department of Labor will be used in determining what is a "roadside plant" where the predetermined wage will apply and a commercial plant where the predetermined wage will not apply.	2011-11-10 15:55:19
November 15 <sup>th</sup> 2011	104	Item 8 is granular shoulder Type B--the estimate reference indicates pre-wetting required--shouldn't the time then be Type A	The estimate reference information does not require pre-wetting, but Standard Specification 2121.03,C,3,b states: Thoroughly compact the moist aggregate with a minimum of four complete coverages of the entire exposed surface using a pneumatic tired roller or a steel vibratory roller. Follow this with at least one complete finish coverage using a steel tired roller. Moisten the aggregate if, in the opinion of the Engineer, it is so dry that it will not readily compact.	2011-11-10 16:03:21

November 15 <sup>th</sup> 2011	104	On sheet J.01 in the upper right corner there is a traffic control note--based on this note there should be an item for 24 hour monitoring--the requirements outlined go far past any routine TQC requirements	The added Traffic Control note on J.01 should be considered an addition to Article 2528.03B2 Operation of signs and costs should be included in the bid item for Traffic Control. The note is not as intensive as Article 2528.01B Monitoring With Incident Response and does not require the bid item.	2011-11-10 16:02:39
November 15 <sup>th</sup> 2011	104	The upper right typical on sheet B.02 shows the white topping overlay. What is the depth of the modified subbase that will be the padline/shoulder subgrade (or what average depth was used in the calculation to establish plan quantity for it and the class 13), and shouldn't it be paid out to 3 feet past the edge of paving as padline for mainline paving?	The depth is shown on the typical. "D" is 6 inches. The width of the modified subbase is shown on the typical as 3 feet.	2011-11-14 15:15:01
November 15 <sup>th</sup> 2011	104	An earlier question indicates half width paving is not expected to maintain access. With the existing narrow shoulders, no widening in the contract, and the note on sheet C.03 indicating we are to maintain the shoulder for access for local traffic, will the existing shoulder width be adequate for the anticipated access we are to maintain?	Yes, the existing shoulder width is adequate since no other provision is shown in the plan for maintaining access.	2011-11-14 15:20:19
November 15 <sup>th</sup> 2011	104	The typical that shows the modified being 3' wide only shows 1' of padline---my earlier question wasn't clear enough in that I think the overall pay width should be 5', so there is a 3' padline paid. I thought that the industry accepted standard for padline on mainline paving was 3' past the edge of paving. Sorry I didn't ask the question properly to begin with.	3' is what is currently designed. Any change will have to be considered after the letting.	2011-11-15 08:41:50
November 15 <sup>th</sup> 2011	105	Are there colored staging sheets available? Also, can we get D,E and K plans sheets as a scroll? Thank you	No, color sheets are not available for this project and scrolls will not be made available before the letting	2011-10-25 15:00:50
November 15 <sup>th</sup> 2011	105	Please review the quantity for Item 200-pavement scarification. Sheet B.12, under details 7137A Modified and 7138B Modified does detail square yards. However, detail TPR-1 on B.24 only lists tons. Working backwards from a 2 inch milling depth would seem to yield a substantially higher square yard number.	The pavement scarification quantity shown in Tab. 100-1B (MODIFIED) on sheet C.1 equals the sum of the pavement scarification quantities shown in the tables associated with details 7137A (MODIFIED) and 7137B (MODIFIED) on sheet B.12 and the Stage 1 construction staging typical cross sections on sheet J.4. The quantities shown in detail TPR-1 on sheet B.24 are not applicable, because sheets B.15 through B.24 contain existing pavement typical cross sections from previous projects and are for informational purposes only. Refer to the note in the lower right hand corner of these sheets.	2011-11-02 09:46:59

November 15 <sup>th</sup> 2011	105	Please review the incidental sawing footage listed with 110-1 on C.14. Tab 112-8, on plan sheet C.22, lists 8,376 lf of incidental saw cut. It does not appear that all this quantity is properly represented in 110-1.	The total incidental saw cutting quantity associated with the removal of pavement equals the sum of the incidental saw cutting quantities shown in Tab. 110-1 on sheet C.14 and Tab. 112-8 (MODIFIED) on sheet C.22. On sheet C.6, the estimate reference information for the removal of pavement bid item references Tabs. 110-1 and 112-8 (MODIFIED).	2011-11-02 09:37:25
November 15 <sup>th</sup> 2011	105	Could additional information be provided for the detour item? It would be very helpful to have a new tab that lists the areas by the specified thickness. For example J.4 shows that this detour pavement is 7" PCC or H.M.A. Normally the H.M.A. option is thicker. Sheet J.9 indicates that this portion of the detour item should be 8" PCC or 9" H.M.A. The J sheets for the crossovers say that this is 11" H.M.A. only. In addition, why can't the crossovers be built with concrete?	On sheet C.5, the estimate reference information for the detour pavement bid item describes the different cases where detour pavement is to be used. The construction staging typical cross sections in the J sheets specify the locations (station ranges and sides) and thicknesses for the different detour pavement sections. The detour pavement thicknesses were based on recommendations provided by the Iowa DOT – Office of Design, Pavement Management Section during the final design phase. The primary reason the temporary median crossovers are specified to be constructed with HMA is because portions of the temporary median crossovers will be used as median/inside shoulders after the middle portions of the temporary median crossovers are removed. Some sections of the median/inside shoulders (remaining from the temporary median crossover) will be milled and overlaid to provide an adequate shoulder cross-slope in the final post-construction condition.	2011-11-02 09:45:11
November 15 <sup>th</sup> 2011	105	The existing pavement tab on C.13 would indicate that existing the interstate pavement has a 8 inch asphalt overlay. However, the old typicals for the second overlay seems to indicate that two inches were milled off. Does the existing pavement only have a six inch overlay? The Removal of Pavement tab on C.14 does not match up with the total quantity for Item 920. What is missing?	The existing HMA overlay thickness on mainline I-35 varies from 4" to 6" depending on the location. In Tab. 102-5 on sheet C.13, there is a "Removal" column which provides information on the previous type and depth of existing pavement removal. In this case, it relates to the 2" milling/pavement scarification of the original HMA overlay (constructed in 1988 and 1989), which was completed as part of the 2008 HMA resurfacing and milling project. As an example, for line item No. 1 in Tab. 102-5, there was a 4" HMA overlay placed in 1988 on the original PCC pavement. With the 2008 project, 2" of the 4" HMA overlay (from 1988) was removed through milling and then a new 4" HMA overlay was placed. This results in a 6" thick HMA overlay for the corresponding segment of existing NB I-35.	2011-11-02 09:32:00

November 15 <sup>th</sup> 2011	105	Please check the quantity for Item 110-Granular Subbase. It appears that quantity was included for the area under the ramp paving.	Granular Subbase is to be used under mainline I-35 and the ramp taper pavement, as shown in Tab. 100-24 (MODIFIED) on sheet C.18. On sheet C.4, the estimate reference information for the granular subbase bid item references Tab. 100-24 (MODIFIED).	2011-11-07 11:27:41
November 15 <sup>th</sup> 2011	105	item B under DS 9058.01 states that contracting authority will provide Electronic Surface Models prior to the letting. When will these be available, and how do we get them?	These files are now available and can be downloaded from Bid Express (subscribers only).	2011-11-08 15:12:19
November 15 <sup>th</sup> 2011	105	Sheet P.1 has a specification and sheet P.5 shows Wall Mount Pier Luminaires. Is there a bid item for these luminaires that I missed?	Yes there is a bid item for the wall-mount pier luminaires. Refer to plan sheet C.3 plan bid item no. 143 or proposal bid item no. 1450.	2011-11-07 11:33:04
November 15 <sup>th</sup> 2011	105	Traffic signal pole No. 7 has a luminaire arm for a video detection camera. What is the mounting height for the luminaire arm?	Refer to ADDENDUM 15NOV105.A02.	2011-11-09 14:18:37
November 15 <sup>th</sup> 2011	105	Item 1380 - Ductile Iron Fittings: The City of Ankeny allows the use of offshore fittings but since this project has federal funding will the Buy American Provision require Domestic Fittings for this item? There is a big price difference between the two. Thank you.	Iowa DOT specifications enforce the "Buy America" provisions. They are shown in Article 1107.06B of the Standard Specifications.	2011-11-08 16:21:31
November 15 <sup>th</sup> 2011	105	Please review square yards for bid items #0150 and #0210. Thanks.	The quantities for bid items #0150 and #0210 have been reviewed, and the quantities shown in Tab. 100-1B (MODIFIED) on sheet C.1 are correct. Additional information related to the quantities for these items can be found in Tab. 104-8A on sheet C.31 for item #0150 and in Tab. 112-6 on sheet C.19 for item #0210.	2011-11-10 17:13:36

November 15 <sup>th</sup> 2011	105	Confirming that the 31,775 cy of select clay required for subgrade treatment is incidental to the Class 10 Excavation bid item and in addition also please clarify when subgrade treatment is required in cut sections that the "coreout/displacemnt" of the unsuitable material is also incidental.	The work associated with the select clay material subgrade treatment is not included in (or incidental to) bid item 0040, Class 10 Excavation, Roadway and Borrow. The work associated with the select clay material subgrade treatment is paid for with bid item 0020, Selected Backfill. Refer to the estimate reference notes for bid items 0020 and 0040 on sheet C.4, Tab. 103-3 on sheet C.32, and Tab. 107-29 on the T sheets for additional information related to the subgrade treatments and earthwork quantities/adjustments. In cut sections, the earthwork quantities are based on the bottom of the subgrade treatment zone or plowing+shaping zone (where applicable). If there is unsuitable material encountered below the bottom of the subgrade treatment zone (or plowing + shaping zone) during construction, a field adjustment may be necessary (e.g. core-out unsuitable material and replace with suitable material).	2011-11-10 14:50:50
November 15 <sup>th</sup> 2011	105	Will safety edges be required for PCC detour pavement? Will there be safety edges on the 7" PCC Paved Shoulder?	Yes, safety edges are required for the for the PCC detour pavement where noted on the typical sections in the J-Sheets of the construction plans. No safety edge is required for the 7" PCC shoulder.	2011-11-14 14:15:00
November 15 <sup>th</sup> 2011	107	The contract allows 65 working days--with all of the required staging and the corresponding cure times/etc I believe a more reasonable contract period is 90 to 100 days.	Free winter work was added by addendum.	2011-11-14 15:41:24
November 15 <sup>th</sup> 2011	107	What is the saw joint pattern for the 3.5" PCC overlay?	Per Section 2310.03C2c.	2011-11-14 17:19:25
November 15 <sup>th</sup> 2011	107	Do the bonded overlay joints get sealed?	Section "2310.03 Construction" references Section 2301 except where modified in 2310. Section 2301.03.P. calls for all joints to be sealed "unless provided otherwise". Standard Road Plan PV-101 shows all joints sealed except a longitudinal joint that is cut 1/8" wide. Based on Standard Road Plan PV-101, no backer rod is to be used.	2011-11-15 09:33:05
November 15 <sup>th</sup> 2011	204	There is not a bid item for HMA material for the partial depth patching. Thanks.	This was addressed in Addendum 15nov204.a01	2011-11-01 15:42:44



November 15 <sup>th</sup> 2011	352	Project (185); Sheet C.01 the table has 3 stop signs to be RR at 9+35, and 3 stop signs to be RR at 10+75. Sheet L.02 only shows a total of two stop signs being reinstalled. Where do the other 4 get reinstalled? Project (186); Sheet C.01 top table shows 4 signs to be removed and salvaged, bottom table shows 4 signs RR. Which is correct?	The number of signs to be removed and reinstalled is correct.	2011-11-15 09:34:33
October 18 <sup>th</sup> 2011	001	The plans indicate a wood deck but the bridge appeared to have a concrete deck on tin. Did I look at the wrong site?	See addendum18oct001.a01.	2011-10-13 08:46:56
October 18 <sup>th</sup> 2011	008	It appears that there is a overhead power line that will be in the way of setting the end section on the east side of the road. Has the utility company been notified that this will have to be moved before the start of construction? Has any attempts been made to coordinate relocation of utilities in conflict with this RCB? Thank you	SEE SECTION 1107.15 OF THE STANDARD SPECIFICATION REGARDING UTILITY COORDINATION.	2011-09-29 14:17:47
October 18 <sup>th</sup> 2011	008	There is no tab for the class 10 roadway and borrow item. It just mentions that there will be borrow. Can you please clarify if the whole 1000 CY of class 10 is borrow or if its just the 571.74 CY noted in the overhaul item and the rest will be available on site? Thank you	571.74 CY as noted is available from the optional borrow. The rest is anticipated to come from the class 10 channel bid item. No contractor furnished borrow is required.	2011-10-14 15:43:17
October 18 <sup>th</sup> 2011	009	The ready mix suppliers don't want to quote the experimental concrete for the overlay. Would we be allowed to use high density concrete from our mobile mixer?	Refer to Special Provisions for High Performance Concrete Deck Overlay with Metakaolin (SP-090148) for acceptable materials.	2011-10-17 16:36:37
October 18 <sup>th</sup> 2011	009	The SP-090148 is the specification for the HPC-O with the Metakaolin. Since the concrete suppliers will not quote this material, is it correct to assume that the project cannot be bid unless we have a portable batch plant or other means to produce the concrete mix on-site?	The specification requires the use of HPC-O with Metakaolin.	2011-10-18 09:44:59

October 18 <sup>th</sup> 2011	011	Item 0060 description says "includes excavation required for bedding material". There is no item for bedding material. What is the depth of bedding and how is it being paid? Can and item be added for the bedding? Also, is there subbase under the PCC? There does not appear to be an item for subbase either.	County will supply bedding material needed under granular backfill, place only item.Reinforced PCC will be placed on granular backfill.	2011-10-17 10:41:55
October 18 <sup>th</sup> 2011	013	It appears that the site is ready for bridge construction, what would be the earliest date IDOT would allow construction to begin?	Per the Iowa DOT Standard Specifications, Article 1108.02.C.3: 3. Late Start Date. a. Unless noted otherwise in the proposal form, the Contractor may commence work any time after receipt of the signed contract, weather and specifications permitting. Except as noted in Article 1108.02, F, working days will begin to be charged whenever the Contractor starts work. Charging of working days will begin on the Late Start Date if the Contractor has not started work prior to this date. b. If the Contractor wishes to start preliminary work prior to the Late Start Date and move out intending to return at a later date to complete the project, the Contractor shall request approval from the Engineer for temporary suspension of work in accordance with Article 1108.06. Approval of suspension of work in this circumstance will be based on if the road is open to traffic and the roadway is in a condition that is at least as safe as it was before the start of the preliminary work. The Engineer will submit in writing to the Contractor approval for suspension of work and a computed revised Late Start Date. The revised Late Start Date will be computed by adding the working days used for the preliminary work to the Late Start Date listed on the proposal form. The charging of the remainder of the working days will resume on the revised Late Start Date or when the Contractor recommences work prior to the revised Late Start Date.	2011-10-12 11:11:54
October 18 <sup>th</sup> 2011	013	Since the contractor will not have control over the UHPC pile load testing process a reasonably accurate labor and equipment estimate is not achievable. Wouldn't it be fairest to pay the contractor for work related to this testing on a time, equipment materials basis calculated after the work is performed?	At this point in the letting process, the contractor will need to perform the work shown on the TP and P sheets and will be paid according to the bid items Pile Loading Tests and UHPC Pile, 10" (Drive Only)as shown on Sheet Number 2	2011-10-14 15:51:17

October 18 <sup>th</sup> 2011	014	Bid Item 013 "Wood Posts Type A or B Signs" and 014 "Type A Signs need some clarification; they have no reference information, tabulations or locations. Not sure if this is supply only or installed by contractor. Can we get some clarification on this?"	See addendum 18oct014.a01	2011-10-05 15:55:08
October 18 <sup>th</sup> 2011	014	IDOT STD Spec/Plans AASHTO Std Spec LRFD Hydrolics Submerged 3ft freeboard Deflection L/500 for 65psf L/500 for 90psf. Please clarify. Thank you.	The designer does not understand the question. Please restate. Thanks!	2011-10-06 10:59:42
October 18 <sup>th</sup> 2011	014	There are discrepancies between the Iowa DOT STD Specs what the plans call out for on: AASHTO, Hydrolics, Deflection.Please clarify which is to be used. Thank you.	The structural engineer was informed regarding this question. He reviewed the Specs and the Plans and is NOT finding any discrepancies. Please provide the specific discrepancy?	2011-10-12 14:45:33
October 18 <sup>th</sup> 2011	014	There are discrepancies between the Iowa DOT STD Specs what the plans call out for on: AASHTO, Hydraulics, Deflection.Please clarify which is to be used. Thank you.	The structural engineer was informed regarding this question. He reviewed the Specs and the Plans and is NOT finding any discrepancies. Please provide the specific discrepancy?	2011-10-12 14:44:53
October 18 <sup>th</sup> 2011	014	There are bid items for seeding and mulch but the note on plan sheet C.02 indicates that seed, fertilizer and mulch are incidental. How are seeding and mulching going to be paid and in what quantities?	The Proposal governs over the plans and we have bid items on the proposal. If work for those bid items are done it will be paid for according to those bid items and will not be incidental.	2011-10-14 15:36:28
October 18 <sup>th</sup> 2011	015	Is there a basis of design Part # for the LED Rectangle Step Lights (Bid Item # 0520, plan page # V.35. Description is minimal, vendors are having difficulty matching.	No part number is available or necessary. Bidder shall furnish and install a step light from one of the acceptable sources listed that matches the criteria set on plan sheet V.35.	2011-10-14 16:35:59
October 18 <sup>th</sup> 2011	104	B.O. 104 was originally scheduled to be let in August. Addendum 16aug106.a01 addressed two plan issues. These changes were not addressed in the plans for the October 18 letting. Please review the earlier addendum and reissue it for this letting. Thank you.	Please see Addendum 18oct104.a01	2011-10-05 15:47:06
October 18 <sup>th</sup> 2011	104	Plan note 8/B.2 calls out Std Spec Section 2528.07. On the ERL, there is not such section?	This is a typo. Temporary traffic signals are found in Section 2528.03 H.	2011-10-17 13:10:32
October 18 <sup>th</sup> 2011	151	There is painted pavement markings tabbed in the plans but the proposal is not reflecting this item.	See addendum 18OCT151.a01	2011-10-07 10:25:48
October 18 <sup>th</sup> 2011	156	Proposal line No 0180 shows quantity of 483.00 Stations. Plan Chart 108-22 quantities add up to 529.89 Stations. Which one is correct?	Please see Addendum 18oct156.a02	2011-10-12 09:49:19

October 18 <sup>th</sup> 2011	156	I see the quantity for item #014 Removal and crushing of Pavement is twice the square yards of roadway surface on this project(39,289 Sq Yds). I assume that is because there are two steps. Step one - being mill 4 inches of HMA off and Step two being crushing the remaining HMA and PCC for subbase. Is that correct?	Yes, this is correct. The quantity for Removal and Crushing is a two step process. The first step involves removing 4" of HMA and crushing it to meet the gradation for the CIPR specification 2318. The second step is to crush the remaining pavement to meet Gradation 12a. These are two separate operations that necessitate doubling the quantity.	2011-10-13 15:51:45
October 18 <sup>th</sup> 2011	202	Looking at the Standard Road Plans Tab, each project has TC-202 Shoulder Closures for the Traffic control. From past projects and fatalities on projects, shouldn't the Traffic control Standard be TC-418 and TC-420. Fog sealing equipment will have to be in the lane adjacent to the shoulder. Mobile lane closures are no longer allowed.	See addendum18oct202.a01	2011-10-17 13:11:14
October 12 <sup>th</sup> 2011	101	Will the revised temperature specifications for PCC paving be allowed on this project ?	Yes, see addendum12oct101.a01.	2011-10-11 14:24:35
October 12 <sup>th</sup> 2011	101	Could the 10" PCC pavmt. quantities be reviewed? The area for radii at the ramp terminals do not seem to be included.	See addendum12oct101.a02.	2011-10-11 17:07:37
October 12 <sup>th</sup> 2011	451	will clearing grubbing be required to facilitate placing fabric rip rap?	No, clearing and grubbing is not included in this contract.	2011-10-11 14:25:43
October 12 <sup>th</sup> 2011	451	Will track type hydraulic excavators be allowed on the pavement during trap bag removal?	The contractor shall use appropriate equipment necessary to complete the work under this contract. Any damage to the existing pavement caused by the contractor's operations shall be repaired at the contractor's expense.	2011-10-11 14:26:14
October 12 <sup>th</sup> 2011	451	Will the contractor be required to remove replace permanent signs delineators ?	No, removing and replacing permanent sign delineators is not included in this contract. Any damage to existing permanent signing caused by the contractor's operations shall be replaced at the contractor's expense.	2011-10-11 14:26:42
October 12 <sup>th</sup> 2011	451	What does the DOT expect of the contractor with respect to the standing water in the ditches adjacent farm fields? Will dewatering be required ?	Dewatering is not required under this contract.	2011-10-11 15:20:22
October 5 <sup>th</sup> 2011	101	Will the revised temperature requirements for concrete placement that were utilized on the I-680 project be applied to this project?	See addendum05oct101.a02.	2011-10-03 14:21:19
October 5 <sup>th</sup> 2011	101	Why can't we utilize horse creek bridge on east bound lane, it appears there nothing wrong with this crossing	The DOT has found problems with the approaches so the bridges are not available per the plan.	2011-10-03 14:18:28

October 5 <sup>th</sup> 2011	101	What access will be allowed to the project for materials originating in Nebraska?	Access from Nebraska will be coordinated with the Contractor, the Iowa DOT and the Nebraska Dept of Roads (NDOR). Access from Interstate 29 will be available.	2011-10-03 14:11:20
October 5 <sup>th</sup> 2011	101	Do the paved shoulders adjacent to existing pavement have to be completed by 11/20/11?	No. However, two way two lane traffic must be maintained at all times and Article 1107.08.L applies.	2011-10-03 16:19:53
October 5 <sup>th</sup> 2011	101	Line Item for Mobilization has been missed on proposal, will it be added by addendum or am I missing something?	It is on the proposal, line 045. On the plans, item #44.	2011-10-03 17:04:25
October 5 <sup>th</sup> 2011	101	can the contractor use the horse creek bridges with atv's and pickups??	No.	2011-10-04 11:11:48
October 5 <sup>th</sup> 2011	101	can the contractor use the horse creek bridges with empty haul trucks??	No.	2011-10-04 10:13:33
October 5 <sup>th</sup> 2011	101	If 2 lanes of traffic are completed in both directions but the shoulders are not completed by 11-21-11, will the contractor be assessed any damages for lane closures to complete the shoulder work? If the shoulders are not completed, what would be needed at the pavement edge to open the ML to traffic?	You need to open and maintain two lane two way traffic and I-29 interchange to receive incentive. Article 1107.08.L explains the shoulder requirements.	2011-10-04 11:53:49
October 5 <sup>th</sup> 2011	101	Could the tabulation of shoulders 112-9 and the typicals on sht. B.1 be reviewed? There appears to be contradictions regarding the widths. No 6ft. shoulders appear on the tabulation and only a limited amount of 8 ft.	We will fix for the Oct. 12 letting.	2011-10-04 17:18:31
October 5 <sup>th</sup> 2011	101	Will we be able to access the project across the Missouri River Bridge?	under review	2011-10-04 16:44:16
October 5 <sup>th</sup> 2011	301	Are Soil Boring Logs available for channel excavation as shown on Sheet V.18?	Soil boring Logs are shown on Sheets Q.3 - Q.7.	2011-10-04 16:41:36

October 5 <sup>th</sup> 2011	301	Would the State allow concurrent excavation at the 'Pond Source'(SHT V.17) and 'Channel Source' (SHT V.18), provided, that 'Channel Source' excavation is completed per plan? Significant cost savings could be achieved by allowing concurrent excavation. See 4th Material Source Note SHT V.18	Yes. Concurrent excavation at the 'Pond Source' and 'Channel Source' is allowable provided that the 'Channel Source' excavation is completed per plan. The intent of setting up the channel source for work initially was as follows. The channel and the pond along the west bank are features DNR desires to provide future boat access northwest of the east abutment area. Due to uncertainty in quantity requirements, we wanted to ensure that the Channel was constructed. As long as the Channel source is completed per plan, as a part of the Hydraulic Fill work, the intent of the contract is satisfied.	2011-10-04 16:41:00
September 23 <sup>rd</sup> 2011	081	Do the I-29 ramps need to be open to receive the bonus? Is the stationing correct for the I-29 ramps. It does not appear to match that currently marked on the paving	Yes, the I-29 ramps need to be open to receive the bonus. See addendum23sep081.a02.	2011-09-21 10:03:27
September 23 <sup>rd</sup> 2011	081	If only 2 lanes of traffic are opened before the December 23 <sup>rd</sup> date then this is obvious that there will be head to head traffic in 2 lane through the winter months. If this ends up being the case is monitoring with incident response going to be required?	The bid item for Monitoring with Incident Response was not included in the contract documents, therefore, this item is not required for bidding purposes.	2011-09-19 14:15:03
September 23 <sup>rd</sup> 2011	081	Can as-builts be made available for the 1997 overlay project. IM-680-1(126)00--13-78.	The plans are now posted at <a href="http://www.iowadot.gov/contracts/emergencyLettings/Pott126.pdf">http://www.iowadot.gov/contracts/emergencyLettings/Pott126.pdf</a>	2011-09-19 10:09:37
September 23 <sup>rd</sup> 2011	081	Ramp Tapers - U Sheets show old standards, new standards are not listed. Under which standards should the I-29 tapers and the local road deceleration tapers be built.	The U sheets are for construction. Sheet U.3 is the deceleration standard for local road interchange Ramp A with the change in the P dimension and point "C" slope because of the superelevation. Sheet U.4 is the deceleration standard for local road interchange Ramp B and also the I29/I680 interchange Ramp B.	2011-09-19 12:11:41
September 23 <sup>rd</sup> 2011	081	For the pipe work do we need to figure on using flooded sand backfill? Flowable Mortar? Thank you	According to tab. 104-3, class C bedding is required. Therefore flooded backfill and flowable mortar are not required.	2011-09-19 12:15:04
September 23 <sup>rd</sup> 2011	081	Will you be issuing the missing K sheets?	The sheets have been posted at this link: <a href="http://www.iowadot.gov/contracts/emergencyLettings/I680_K_sheets.pdf">http://www.iowadot.gov/contracts/emergencyLettings/I680_K_sheets.pdf</a>	2011-09-20 11:57:54



September 23 <sup>rd</sup> 2011	081	Can tabulation 104-3 of drainage structures on sheet C.2 be considered complete to the point where, if necessary, additional lines would be considered extra work. Also on this tabulation the last line is shown to have stationing of 7552+00 which would put it in "Loop G" of the I-29 interchange that is not being reconstructed under this project.	See addendum23sep081.a02.	2011-09-21 10:04:20
September 23 <sup>rd</sup> 2011	081	At the meeting last Wednesday a question was asked about what could be expected as far as access from I-29 and from the Nebraska side of the bridge. When will this data be available ?	Linda Horihan, Maintenance Supervisor, 402-595-2771 is the NDOR contact.	2011-09-19 15:44:09
September 23 <sup>rd</sup> 2011	081	Can we expect to execute contracts on Friday afternoon so that work can begin on Saturday 9-24 ( assuming we can do our part paperwork wise--can the DOT--plus precon etc) ? If not, what day can we expect to go to work ?	Yes, we anticipate having a contract available.	2011-09-19 16:45:41
September 23 <sup>rd</sup> 2011	081	Tab 104-3 lists no apron guards, but RF-26, the apron guard standard, is listed as a reference for the project. Should we include guards on the median inlets?	To expedite construction the Department is providing limited design on this contract. The contractor is responsible to determine this based on the standards listed in the contract documents.	2011-09-20 14:22:01
September 23 <sup>rd</sup> 2011	081	Will there be access to the project using I-29 from both the north and the south? Would the contractor be allowed to haul heavy loads on I-29? The heavy loads would be legal loads on the two lane highway system. The heavy loads would be from Missouri Valley south on I-29. Heavy loads were allowed during the dike building when the floods started.	Yes, there will be access to the project from I-29. The route is currently closed but access is available. Legal loads will be allowed on this section as well.	2011-09-20 11:25:20
September 23 <sup>rd</sup> 2011	081	on the basis for payment/schedule of values --special backfill--this is listed as by the ton--could this be changed to by the cy at the contractors request??	This can be discussed after the letting.	2011-09-20 11:58:33
September 23 <sup>rd</sup> 2011	081	Will contractors have access to the project site via I-29? Specifically from Council Bluffs?	Yes.	2011-09-20 11:59:12
September 23 <sup>rd</sup> 2011	081	The Stationing shown for reconstruction of Ramp B seems to fall about 495' short of the gore. Can the stationing shown on tabs 4DP and 1RP be considered complete and accurate for the sake of the bid with additional removals paving being considered extra?	See addendum23sep081.a02.	2011-09-21 10:04:49

September 23 <sup>rd</sup> 2011	081	Will project control be re-established by IDOT	To expedite construction the Department is providing limited design on this contract. The contractor is responsible to determine this based on the standards listed in the contract documents.	2011-09-20 14:26:12
September 23 <sup>rd</sup> 2011	081	Project IM-680-1(126)00--13-78 has added six inches to project I-680-1(74)0--01-78. The current contract shows a profile grade equal to that of project I-680-1(74)0--01-78. Is it your intent to build this project six inches below project IM-680-1(126)00--13-78?	The intent is to use the horizontal alignments and vertical profiles as defined in plan set ER-680-1(160)0--06-78.	2011-09-20 12:03:48
September 23 <sup>rd</sup> 2011	081	During the meeting on Sept. 14th, the contractors were told that there was no work on the loop ramps at the I-29 interchange. Drawing C.2 of the project plans shows a pipe replacement of at station 7552+00 on the west to south loop ramp. Is this pipe to be included as part of this project?	See addendum23sep081.a02.	2011-09-21 10:05:18
September 23 <sup>rd</sup> 2011	081	The current specification does not address a change from the standards for the amount of time between award and notice to proceed. Please confirm the amount of time for award and the time allowed between award and notice to proceed.	See Section 1108.02 B. Completion Date Contracts. The Contractor shall complete the contract on or before the Completion Date. Unless noted otherwise in the proposal form, the Contractor may commence work any time after receipt of the signed contract, specifications permitting. Articles 1108.02, E, Charging of Working Days and 1108.02, F, Winter Work will not apply. Liquidated damages will be assessed in accordance with Article 1108.08 for each calendar day beyond the Completion Date that the contract remains uncompleted.	2011-09-20 14:34:53
September 23 <sup>rd</sup> 2011	081	Is IDOT responsible for removing the existing traffic control being used to close traffic to I-680?	Yes	2011-09-20 17:26:20
September 23 <sup>rd</sup> 2011	081	Specifications indicate that permission is needed to concrete pave mainline and shoulder in the same pass. Will this be permitted?	Specifications allows full width paving. No permission is needed.	2011-09-20 16:06:57
September 23 <sup>rd</sup> 2011	081	Per the NPDES General Permit No. 2, there is a requirement to post a public notice in the 2 largest newspaper circulations in the area of the project. Does the successful contractor have to wait to be awarded the contract prior to posting these public notices?	No, the contractor does not need to wait.	2011-09-20 12:02:05

September 23 <sup>rd</sup> 2011	081	It was brought to our attention that an emergency order has been given to the IDOT for a construction stormwater permit from the Iowa Department of Natural Resources. Is there any information that can be passed to the contractors regarding this emergency order? Would the contractor still have to apply for the NPDES General Permit No. 2 prior to beginning construction?	We have no information about an emergency order at this time. As stated in the contract documents, "The contractor will be required to take the necessary steps to secure the NPDES II permit. Contractor must have submitted permit application to Iowa Department of Natural Resources within thirty calendar days of contract award".	2011-09-21 08:41:14
September 23 <sup>rd</sup> 2011	081	It is important that mix designs be approved in a very expeditious manner. What time frame can we expect approvals for mix design submittals?	The DOT will respond within 48 hours of mix design submittal.	2011-09-20 16:47:09
September 23 <sup>rd</sup> 2011	081	Per 1107.09 A 1. g Suspensions: By agreement, the contracting authority will accept responsibility for maintenance when work is suspended for 30 calendar days or more. Does this apply to this job or will the contractor be responsible for daily maintenance of all signs and barricades during winter shut-down?	As per the specifications, the DOT will be responsible.	2011-09-20 17:00:12
September 23 <sup>rd</sup> 2011	081	Will contractors be permitted to pave the eastbound or westbound lane in HMA and the other lane is PCCP?	Yes.	2011-09-20 16:53:01
September 23 <sup>rd</sup> 2011	081	Please explain Temporary vs. Permanent Erosion Control. Example Rip Rap is this considered Temporary or Permanent? Is the seeding considered Temporary or Permanent?	To expedite construction the Department is providing limited design on this contract. The contractor is responsible to determine this based on the standards listed in the contract documents.	2011-09-21 08:45:10
September 23 <sup>rd</sup> 2011	081	Without having some kind of base line of items for the Erosion Control isn't it likley that each contractor will provide a different level of protection for the project? Without IDOT directing this scope of work isn't it opening IDOT and the Contractor to exposure by the IDNR and EPA? Typically IDOT directs what type, how much and where Erosion Control Features are installed.	To expedite construction the Department is providing limited design on this contract. The contractor is responsible to determine this based on the standards listed in the contract documents.	2011-09-21 08:45:32
September 23 <sup>rd</sup> 2011	081	Will the PI's, POC's, POT's for the alignment of the roadways (that are referenced in the plans)be established by IDOT? Or, will it be the contractor's surveyors responsibility to locate the existing roadway and do a "best fit" of the horizontal location of the new construction.	The contractor is responsible. The intent is to use the horizontal alignments and vertical profiles as defined in plan set ER-680-1(160)0--06-78.	2011-09-21 08:50:16

September 23 <sup>rd</sup> 2011	081	To expand on a previous question, what will the gross weight limit be on I-29? Will you allow the same weight limits that are imposed on state highways, or will there be the federal rule of 80,000 maximum gross?	Legal loads for interstates.	2011-09-21 09:59:13
September 23 <sup>rd</sup> 2011	081	The overlay as-builts (126) show the WB lanes only having received 4" while the EB lanes received 6". This is in disagreement with tab 102-5 of the (160) plans that show 6" throughout.	To expedite construction the Department is providing limited design on this contract. The contractor is responsible to determine this based on the standards listed in the contract documents.	2011-09-21 09:57:16
September 23 <sup>rd</sup> 2011	081	Will we be allowed to provide concrete from two separate batch plants if the concrete supplier uses the same materials at both facilities?	Yes.	2011-09-21 13:48:47
September 23 <sup>rd</sup> 2011	081	If a concrete supplier provides concrete from two separate production facilities and has maturity curves for both plants, will the higher maturity curve value supersede the lower?	To expedite construction the Department is providing limited design on this contract. The contractor is responsible to determine this based on the standards listed in the contract documents.	2011-09-21 13:50:12
September 23 <sup>rd</sup> 2011	081	Disincentive #4 - If we have traffic running on HMA base without the Intermediate and Surface on - does this mean we have it open - and only be charged \$2000 per day penalty?	No. Per the Acceleration document, "Open to traffic" means all the work is completed between the right outside edge of shoulder to the left outside edge of shoulder on the mainline to the station limits shown on sheet B.1 and the ramps at the I-29/I-680 interchange to the station limits shown on sheet B.2 of the plans.	2011-09-22 13:34:02
September 23 <sup>rd</sup> 2011	081	Is this job considered in the City of Council Bluffs and require Zone 4 wage scale or is this just in Pottawattamie County and require Zone 5 wage scale?	The project is not in the city of Council Bluffs.	2011-09-22 11:37:53
September 23 <sup>rd</sup> 2011	081	Is the contractor responsible for any grading or finishing work outside the toe of the outside foreslopes?	No. Per the Acceleration document, "Open to traffic" means all the work is completed between the right outside edge of shoulder to the left outside edge of shoulder on the mainline to the station limits shown on sheet B.1 and the ramps at the I-29/I-680 interchange to the station limits shown on sheet B.2 of the plans.	2011-09-22 13:38:08
September 23 <sup>rd</sup> 2011	081	Is there assistance available from IDOT to expedite the approval of the NPDES permit No. 2 upon submission to a 24 hour approval in lieu of the anticipated 2 week approval time frame so that the Contractor may begin work as soon as practical?	Yes, per the minutes of the I-680 Contractor Information Meeting, "The DOT will be working with the Department of Natural Resources to streamline that process"	2011-09-22 14:45:15

September 23 <sup>rd</sup> 2011	081	In reference to a previous question about grading and finishing foreslopes, the objective was not to address incentive/disincentive time but to determine whether contractors will be required to perform any work outside the toe of the outside foreslopes.	The contract requirements exclude backslope repair. So the contractor is required to grade foreslopes and ditches.	2011-09-22 16:57:05
September 20 <sup>th</sup> 2011	005	Will a Temporary Stream Access crossing per section 2547 and standard road plan RL-16 be allowed on this project?	Yes, a temporary crossing per Standard Specification 2547 and Standard Road Plan RL-16 will be allowed on this project	2011-09-16 16:09:54
September 20 <sup>th</sup> 2011	102	Sheet J.01 under the Traffic control Plan states "10th Street will be closed to through traffic during road construction. Access to all driveways and access points must be maintained by staging the construction work around the driveways."Please provide a detailed list of all the driveways and access points that this note applies to. Also please provide exact detail as to how these driveways and access points must be maintained. Shouldn't a new staging plan that accurately details the actual staging requirements be issued since the statement that "10th street would be closed to through traffic" indicates that this is a one stage project?	This is a one stage project. See the Points of Access tabulation on sheet C.05 for a list of drives and access points the traffic control note is referencing. According to Traffic Control Plan Note 2 on Sheet J.01, the placement and removal is paid by the "Class 'A' Roadstone Driveway Surfacing" item. This is Item 11 and can be found in the Estimated Project Quantities and Reference Information on Sheet C.01. Refer to Sheets D.01 - D.03 for locations of temporary construction easements and temporary granular entrances (Note 7).	2011-08-25 10:35:31
September 20 <sup>th</sup> 2011	103	With a late start date of 4/2 why are there only 100 working days allowed ?--it would seem that with all the staging required for the tie ins etc at I-29 and the size of the project, that a 120 to 130 day contract period is more reasonable.	This Bid Order has been withdrawn from the letting. Please refer to ADDENDUM.20SEP103.A01.	2011-08-29 11:48:19
September 20 <sup>th</sup> 2011	103	Haven't the flood waters of the Missouri River effectively made it impossible to get this project done in 2012 ?	This Bid Order has been withdrawn from the letting. Please refer to ADDENDUM.20SEP103.A01.	2011-08-29 11:48:32
September 20 <sup>th</sup> 2011	103	Is there any project control need to be established for this project? Is secondary control been placed during the grading operations at the 1000' spacing and will it be used for the paving operations? Do we need to traverse these 1000' control monuments for this project? Are there existing benchmarks in place for this project? Do we need to preform bench loops on all existing benchmarks?	This Bid Order has been withdrawn from the letting. Please refer to ADDENDUM.20SEP103.A01.	2011-08-29 11:41:25

September 20 <sup>th</sup> 2011	103	I had just received the plans/ specs for this letting. Do I need to return them and reorder in March or will plans/specs remain the same for the project? Thanks	They do not need to be returned. March 20th, 2012 is the rescheduled tentative letting date and new bidding documents would be available at that time.	2011-09-06 15:39:28
September 20 <sup>th</sup> 2011	103	I had submitted a question about just having received the plans/specs for this project that has been postponed until 3/20/12. You said I do not need to return them. My question is...will I need to reorder in March or will the plans/ specs remain the same? Thank you	As stated previously, "new bidding documents will be available", that means the "old" documents will not be used. You can not use documents from a past letting to bid on a current letting project.	2011-09-07 17:02:16
September 20 <sup>th</sup> 2011	201	Please review quantities for bid items 0050 and 0060. Thanks.	See addendum 20sep201.a01.	2011-09-09 18:20:23
September 14 <sup>th</sup> 2011	081	After viewing the project, what route do we travel for access to the project?	The interstate is not "open to traffic". However, Contractors working on this project will be able to gain access by working with the Council Bluffs RCE Office, local law enforcement and other contractors already working in the area. The nearest interchange (with limited access) to the north of the project is at Highway 2. The nearest interchanges (with limited access) to the south are in Missouri at US 275 or the county road interchange at Watson. At this time all of the debris has not been removed from the Iowa portion of I-29. There is no debris on the Missouri portion of I-29.	2011-09-12 15:08:04



September 14 <sup>th</sup> 2011	081	There were several questions asked when this project was scheduled to bid September 7. Will you answer all of these questions now?	Should there be a pay item for the geogrid that goes under the special backfill or what pay item is it incidental to?The item Subgrade Stabilization Material, Polymer Grid has been added to the project.Item number 4 is bid in sy. The reference information is in tons. Which is right?This refers to the Detour Pavement and it is to be bid in square yards (SY).Tab. 112-8 on sht. C.3 includes 1,176 cy of embankment in place. There is no bid item for this. Will one be added ? If not, what item is it incidental to?The embankment in place has been removed from Tabulation 112-8 on Sheet C.3.The proposal includes quantities for temp. floodlights;temp. barrier rail; and crash cushion. These items will not be utilized until the actual repair project is started. Since the pricing of these items is in a large part dependent on the duration of the usage of these items, and the start date and duration of the repair project is unknown, should these items be included on the repair project rather than the crossover project?These items shall be bid such that they become property of the Iowa DOT upon completion of this project as per the estimate reference notes state.	2011-09-14 10:08:11
September 14 <sup>th</sup> 2011	081	What is the length of overhead electrical line necessary to provide power to the temp. luminaires? Who is responsible for providing this line? Can it be overhead or does it need to be buried?	under review	2011-11-14 10:00:15
September 14 <sup>th</sup> 2011	301	There is dirt stockpiled by the Whiting exit and/or Onawa exit - would any of this dirt be available for this project	The material in question is unavailable for this project.	2011-09-13 12:23:26
September 14 <sup>th</sup> 2011	301	Monona County - there are stockpiles of dirt by the Whiting/Onawa exits - could this dirt be used for this project?	The material in question is unavailable for this project.	2011-09-13 12:24:00
September 7 <sup>th</sup> 2011	081	The proposal includes quantities for temp. floodlights;temp. barrier rail; and crash cushion. These items will not be utilized until the actual repair project is started. Since the pricing of these items is in a large part dependent on the duration of the usage of these items, and the start date and duration of the repair project is unknown, should these items be included on the repair project rather than the crossover project?	This project has been withdrawn. If re-let, this question will be addressed.	2011-09-06 12:42:02

September 7 <sup>th</sup> 2011	081	Tab. 112-8 on sht. C.3 includes 1,176 cy of embankment in place. There is no bid item for this. Will one be added ? If not, what item is it incidental to?	This project has been withdrawn. If re-let, this question will be addressed.	2011-09-06 12:42:16
September 7 <sup>th</sup> 2011	081	Item number 4 is bid in sy. The reference information is in tons. Which is right?	This project has been withdrawn. If re-let, this question will be addressed.	2011-09-06 12:42:33
September 7 <sup>th</sup> 2011	081	Should there be a pay item for the geogrid that goes under the special backfill or what pay item is it incidental to?	This project has been withdrawn. If re-let, this question will be addressed.	2011-09-06 15:37:05
September 7 <sup>th</sup> 2011	451	what is the size of a trap bag??	The Iowa DOT installed 4' high trap bags which are trapazoidal bags attached together. Each cell is 3' long by 6' deep at the bottom and tapers to 3' long by 3' wide at the top. More information can be found at <a href="http://www.trapbag.com">www.trapbag.com</a> , look at the FAQ's.	2011-09-02 15:02:25
September 7 <sup>th</sup> 2011	451	what is the total number of bags to be removed in the 18,955 lf??	Trap bags are attached together and the cell length is 3' so there would be approximately 6318 individual cells. More information can be found at <a href="http://www.trapbag.com">www.trapbag.com</a> , look at the FAQ's.	2011-09-02 15:08:57
September 7 <sup>th</sup> 2011	451	it states that the contractor will have to haul 14,725tns of aggregate. If you do the math it appears the aggregate would only weigh 80lb/cy. if that correct?	14,725 tons is the quantity that was delivered for placement in the trap bags.	2011-09-06 10:38:04
September 7 <sup>th</sup> 2011	451	Is 15 working days enough? if you allow 5 days for traffic control that leaves 10 day to do the work. I suspect most bidders will add several days of LD's to their bid.	This is the contract period the Department has established.	2011-09-06 09:14:39
August 24 <sup>th</sup> 2011	451	same question for 452 453 what is a definition of cleaning and washing. I assume cleaning is picking up all the junk. how clean does it have to be washed??	Please refer to SP-090150.	2011-08-22 11:43:31
August 24 <sup>th</sup> 2011	451	Are all debris including small trash/litter, i.e. pop bottles, plastic bags, and small items that could have been at the designated areas to be hand picked up as a part of this contract?	Work consists of removal of flood debris from paved areas, sorting debris, hauling debris to landfill, and washing pavement and paved shoulders at locations designated on the plans.	2011-08-23 10:41:56
August 24 <sup>th</sup> 2011	452	I question 20 working days to load and haul over 9,000tn of junk. Seems most will bid in LD's pg. C-1 ERI note 3--states MP54.5 to 71 is still underwater-- is it safe to assume that the contractor will not have to do the work until the water if off the roadway??	The Department of Transportation has determined the contract period will be 20 working days. No work shall be performed until the water has receded from the roadway.	2011-08-22 11:53:01

August 16 <sup>th</sup> 2011	003	Sheet V.02, note 1 under General Considerations states the abutment piling are to be driven through oversize holes prebored to a minimum of 10 feet below the bottom of footing. There is not a bid item for Prebored Holes. Sheet C.02 in the estimate reference section does not show the Prebored Holes being incidental to item 28 Pile, Steel HP 10x42. Will a bid item be added for Prebored Holes or will a note be added to estimate reference section?	Please refer to ADDENDUM.16AUG003.A01.	2011-08-11 11:14:38
August 16 <sup>th</sup> 2011	003	Note 3 on Sheet V.21 references SS-01025. Where can I find this Spec?	Please refer to ADDENDUM.16AUG003.A03.	2011-08-11 11:13:37
August 16 <sup>th</sup> 2011	003	Due to all the staging and barrier rail moves, 60 working days does not appear to be enough time to complete the project since winter free time is not allowed. Can winter free time be added or more working days be added?	Please refer to ADDENDUM.16AUG003.A03.	2011-08-11 11:13:09
August 16 <sup>th</sup> 2011	003	On sheet V.20 there appears to be a plate joining the interior handrail at both piers, but there is no detail or notes detailing this. Should there be a longer sleeve or is there more detail available for this plate?	There is no plate joining the handrail at the piers. There is a 12" sleeve at pier locations as stated on the right hand side of sheet V.20.	2011-08-12 09:44:09
August 16 <sup>th</sup> 2011	007	High lines run over the existing bridge diagonally. Has the county arranged for them to be relocated?	The lines will be moved or relocated before construction begins by Mid American Elec.	2011-08-05 14:54:47
August 16 <sup>th</sup> 2011	009	Please recalculate the Epoxy Reinforcing Steel for this project. The weight for the 2 Piers does not seem to be included in the total state weight. Is the correct weight 65,201 or 73,375 lbs.?	Refer to Addendum 16AUG009.A01.	2011-08-05 09:48:33
August 16 <sup>th</sup> 2011	009	Please recalculate Epoxy Coated Reinforcing Steel. State weight given does not include weight for the 2 Piers. Which weight is correct 65,201 or 73,375?	Refer to Addendum 16AUG009.A01.	2011-08-11 18:58:14
August 16 <sup>th</sup> 2011	009	Please recalculate Epoxy reinforcing steel. State weight does not include weight for 2 piers.	Refer to Addendum 16AUG009.A01.	2011-08-11 18:58:34

August 16 <sup>th</sup> 2011	009	Would an increase in the thickness of the encasements to 30" instead of 27" be allowed at contractors expense for additional reinforcing and concrete	Increasing the pier column thickness from 27 inches to 30 inches will increase the dead load and hence the required bearing per pile. This will require the piles to be driven to 63 tons instead of the 61 tons specified on the plans. This increase in capacity is within the structural limits of the HP14x73. My concern would be if the contractor drives the 75 foot piles as specified in the plans and the bearing is right around the 61 tons specified in the plans. In this situation the contractor needs to be responsible for the additional bearing. To alleviate this issue the contractor could automatically increase the pile lengths to 80 feet prior to driving, the additional 5 feet would be at the contractor's expense. If they are unwilling to do this then the contractor will need to be willing to, at the contractor's expense, add the additional pile length in the field or go back to the original 27 inch thickness if the capacity of the 75 foot pile will not support the additional dead load.If the contractor is willing to accept the responsibility for the additional bearing then a 30 inch thick pier encasement is acceptable.	2011-08-11 18:59:07
August 16 <sup>th</sup> 2011	101	Please review bid items 0140 and 0150. More information is needed. Thanks.	What information is missing?	2011-08-12 09:53:48
August 16 <sup>th</sup> 2011	101	Shouldn't this project include an item for excavation and shoulder finishing? Most projects such as this include pay items for those two things.	Refer to notes on plan sheet C.4.	2011-08-16 10:47:55
August 16 <sup>th</sup> 2011	101	Should there be an item for special compaction of subgrade?	See notes on plan sheet C.4.	2011-08-16 10:48:31
August 16 <sup>th</sup> 2011	101	In regards to what information is missing. How about patch dimensions and replacement depth? As a material supplier, I cannot give the contractor an accurate cost and list of materials required without this information. Thanks.	Refer to D sheets in the plans for locations and replacement depth.	2011-08-16 10:49:33
August 16 <sup>th</sup> 2011	101	My confusion comes from the patches being referenced with RR-4, but it looks like they are patches in the sidewalks and areas being referred as 6" reinforced P.C.C. pavement.	Patches are in the road adjacent to sidewalk replacement area. See D sheets for details. Pavement shall be per RR-4 and PV-101.	2011-08-16 10:50:59

August 16 <sup>th</sup> 2011	102	Bid item 0090 6" Sidewalk (134 SY) Other than the South Entrance where are the other locations to account for the 134 SY?	Refer to Addendum 16AUG102.A01.	2011-08-11 12:09:14
August 16 <sup>th</sup> 2011	106	The estimate reference information for Item 20- Pavement Scarification states that "the depth of the pavement scarification shall be 4". The detail on C2 says mill 3" of existing 5" HMA. Please clarify. In addition, will it be acceptable to mill a padline and move traffic onto the existing rock so you can use a machine to pour this project?	Please refer to ADDENDUM.16AUG106.A02.	2011-08-16 09:36:40
August 16 <sup>th</sup> 2011	151	Is the existing pavement full-depth HMA? If not, what is the existing PCC depth? Thanks.	Refer to Addendum 16AUG151.A01.	2011-08-02 17:21:43
August 16 <sup>th</sup> 2011	154	In the town of Tripoli - what is the plan for the manholes - fixture adjustment? Also what is the plan for pavement scarification at the west end of project and at the bridge approaches. Also the westerly most bridge is in bad shape does it get overlaid with HMA?	Adjustment of fixtures will be per the standard specifications, Article 2303.05, "if the contract contains no price for Adjustment fo Fixtures, this work will be paid for as provided in Article 1109.03, B, Extra Work. There is no bid item for pavement scarification, if any is required it will be added by Extra Work Order. Bridges do not get overlaid with HMA.	2011-08-16 09:55:08
August 16 <sup>th</sup> 2011	155	IS there a provision for soil sterilant? Are there cross sections available - would like to know where the on-site borrow is coming from? what about RR Insurance and flaggers at the work near RR tracks on Olive Ave?Note: Appears to be a hole in the culvert at station 108+00	There is no provision for soil sterilant. No cross sections are available. Borrow will be available on the project but no other information is available. There is no work in the Railroad Right of way with this project. Culverts are one called and will be repaired by conservation prior to construction.	2011-08-11 14:57:47
August 16 <sup>th</sup> 2011	155	I loved your answer for the previous question asked. How can you let this project with no information on either cross sections or a dirt tabulation for the project?? You can't even tell by the typical cross sections what is expected.	Please refer to ADDENDUM.16AUG155.A01.	2011-08-16 09:35:49
August 16 <sup>th</sup> 2011	155	The class 10 items have been deleted by addendum. How will the grading of this trail be handled? How can you build the trail without grading it first?	There was insufficient information in the plans to adequately bid the Class 10 bid items. The Class 10 operations will be handled by extra work order/change order.	2011-08-16 09:40:04
August 16 <sup>th</sup> 2011	203	The patch tabulation lists 25 patches but the proposal only shows 16 count. There is also not a bid item for CD or CT joints. Thank you.	See addendum 16aug203.a01	2011-08-11 10:10:42

August 16 <sup>th</sup> 2011	203	Is line #003, Granular Shoulder Material, for the entire length of the project or is it just to backfill the patches?	Furnish and Apply Granular Shoulder Material item is just for patches.	2011-08-11 10:10:01
August 16 <sup>th</sup> 2011	205	Is this job Diamond Grinding or Milling job? Proposal says planning/Grinding and it talks about millings.	Refer to Section 2531 of the Standard Specifications, pavement surface repair by milling.	2011-08-10 14:55:50
July 19 <sup>th</sup> 2011	002	There is no mention in the plans, but it appears that TBR, Crash Cushions and Temp to Permanent barrier connections will stay in place at the conclusion of the project. Can you confirm this?	Please refer to ADDENDUM.19JUL002.A01.	2011-07-11 14:34:38
July 19 <sup>th</sup> 2011	007	Would a Pre-cast RCB be acceptable on this project?	Pre-cast is not an option.	2011-06-30 17:07:28
July 19 <sup>th</sup> 2011	007	I've noticed that Predetermined Wages are in effect on Bid Order #008. Should they be on this project also?	No.	2011-06-30 17:33:13
July 19 <sup>th</sup> 2011	008	Would a Pre-cast RCB be acceptable on this project?	Pre-cast is not an option.	2011-06-30 17:14:31
July 19 <sup>th</sup> 2011	009	Who is providing the channels and plates for the cap?	Refer to Addendum 19JUL009.A01. This addendum added structural steel for the abutment caps and increased the quantity of treated lumber.	2011-07-11 14:16:24
July 19 <sup>th</sup> 2011	009	Is there a takeoff available for the treated lumber? If not what is dimension H on sheet 3 of 5 equal to?	Refer to Addendum 19JUL009.A01 for additional treated lumber quantity. To calculate the H dimension on sheet 3 of 5 refer to the elevations of the stream bed and top of abutments given in the longitudinal section on sheet 4 of 5 (approximately 10'-3").	2011-07-11 14:15:51
July 19 <sup>th</sup> 2011	013	The excavation class 10 item bid quantity is 100cy. The reference note for that bid item says the cut is 90cy and the fill is 420cy. Is the bid quantity correct? Can a tabulation be provided to show where the cut and fill are?	320.0 CY of topsoil was incorrectly added to the fill quantity. The class 10 quantity of 100.0 CY as shown in the contract documents is correct.	2011-07-15 09:54:06
July 19 <sup>th</sup> 2011	013	Does the handrail have to be fabricated by an Iowa DOT approved supplier?	Section 2414 does not refer to a DOT approved supplier for the handrail. You must meet all material specifications however.	2011-07-15 10:38:53
July 19 <sup>th</sup> 2011	013	What grade is the "STRUCTURAL STEEL"?	Under Review	2011-07-15 08:57:00
July 19 <sup>th</sup> 2011	013	Sheet No.U.03 lists CLASS 20 EXCAVATION but there is no Line No. or Item Number for this on the PROPOSAL SCHEDULE OF PRICES.	If class 20 excavation is required on the project once the project is awarded it shall be handled by extra work order.	2011-07-18 14:48:26



July 19 <sup>th</sup> 2011	014	In the estimate reference notes for bid item 012 Class 23 all excavated material is to be disposed of offsite.What should the encasements be backfilled with?	Under Review	2011-07-14 09:40:57
July 19 <sup>th</sup> 2011	014	Can material from the river be used to build causeway if it is armored per RL-16	Under Review	2011-07-14 12:18:58
July 19 <sup>th</sup> 2011	079	Is there a full geotechnical report available for this project? If so, can this be made available prior to the letting?	Please use the following address to locate the full geotechnical report: ftp://contractsftp:n6HaL7aZ@165.206.203.34	2011-06-28 14:35:52
July 19 <sup>th</sup> 2011	079	This project does not have a bid item for "Clear Grubbing". I understand that both abutments are constructed on fills "by others" but the area between the levees is heavily treed and will require to be cleared. The site is currently inaccessible for for a site visit due to the flooding. Will the required clearing and grubbing be done by others on the existing grading contracts? Is the clearing and grubbing subsidiary work items in this contract? If so where are the limits shown and how can a contractor know what to anticipate? Is a recent detailed arterial photo available?	Clearing and grubbing on the Iowa side of the Missouri River will be the responsibility of the grading contractor for the Iowa approach (existing Project Number NHSX-534-1(80)--3H-65. Clearing and grubbing for the Nebraska side of the Missouri River will be added by extra work order to Project Number NHSX-534-1(68)--3H-65. The access ramp over the Nebraska levee is scheduled for completion by January 1, 2012, which will allow access for clearing and grubbing on the Nebraska side of the river during the window from February 21, 2012 through December 14, 2012. Clearing and grubbing restrictions for the Indiana Bat do not apply to the Nebraska side of the river.The contractor will not be allowed access across either the Nebraska or Iowa levees before the access ramps are completed by others.	2011-07-13 10:11:22
July 19 <sup>th</sup> 2011	079	Regarding Bid Item 170 Bridge Deck Surfacing. Contract design sheet #1 general notes give the contractor a option achieving the required surface roughness on plastic or hardened concrete.If either method is used and the 1/8" to 1/4" texture is acheived and the deck is maintained in a clean state is any further surface preparation required before the installation of the deck surfacing?	Standard Specification 2413.03,B.3.b states what additional surface preparation is required.	2011-07-18 10:43:07
July 19 <sup>th</sup> 2011	079	Regarding Bid Item 140 "Structural Steel" I understand that this item includes the pintel plates,keeper bars,restrainer plates and anchor bolts for the bearing devices in units 1 thru 4.It also includes the steel diaphams and bolts for units 1,3 4.It would also include the structural steel for unit 2. Are any other items part of this bid item ?	The steel diaphragms they mention, also include the steel for the finger joint support diaphragms in those units. Just to clarify, the Maintenance Catwalks and Inspection Access System steel is covered in another Bid Item. Also the steel for the drains is covered in another Bid Item.	2011-07-11 14:40:15

July 19 <sup>th</sup> 2011	079	Section 090092.03 "Protected Species" of the Special Provision for Environmental Protection restricts activities from occurring in the Missouri River from February 1 through June 30 to avoid impacts on the pallid sturgeon. Examples of these restrictions include pile driving and cofferdam installation/removal. Does this restriction apply to pile driving within the limits of the cofferdam, assuming the cofferdam is in place prior to February 1?	The answer "If the Cofferdam is in place before February 1, pile driving will be permitted." was INCORRECT and is replaced with the following answer: There are no time restrictions for movement of floating equipment, operation of tug boats or operation of crew boats. These activities may occur at any time outside of or within a cofferdam. Any activity that requires placement of material, other than mentioned above, is prohibited between February 1 and July 1. This includes dropping and pulling spuds and driving piles (even within a completed cofferdam).	2011-07-15 16:16:28
July 19 <sup>th</sup> 2011	079	Regarding BI #140 Structural Steel. Inclusive in this bid item is the structural steel for Unit 3/steel diaphragms for units 1,34/pintel plates,keeper bars, restrainer plates and anchor bolts for bearings @ units 1,34. In review of the structural steel quantities listed on design sheet 81,124,133,146 147 it would appear that the structural steel quantities listed and identified for units 1,34 may include more structural steel than is identified in the plans.What other items if any are inclusive to this bid item for units 1,34?	The steel diaphragms they mention, also include the steel for the finger joint support diaphragms in those units. Just to clarify, the Maintenance Catwalks and Inspection Access System steel is covered in another Bid Item. Also the steel for the drains is covered in another Bid Item.	2011-07-11 14:41:30
July 19 <sup>th</sup> 2011	079	In review of the plans for the barrier rail and the median barrier rail, lighting details, deck details I find no provisions for any type of roadway / bridge deck lighting.If required were are the details shown?	Roadway / bridge deck lighting will not be required on this contract.	2011-07-11 14:39:45
July 19 <sup>th</sup> 2011	079	Are shear studs required on top of the W24x104 stringers? If so please provide spacing and layout details.	Shear studs are not required on the tops of the W24 x 104 stringers. However, as indicated in the Partial Section on Sheet Number 85, the top flanges of W24 x 104 stringers are required to be embedded into the bottom of the bridge deck.	2011-07-11 14:37:50

July 19 <sup>th</sup> 2011	079	Could additional details be provided of the gusset plates for the cross frames shown on sheet 96. Specifically additional dimensions of the plates as well as a section through the cross frame closer to the girders looking towards the girders.	Details provided on Sheet Number 96 of the contract plans for cross frame gusset plates are in accordance with industry practices for detailing gusset plates for welded plate girder bridges. Adequate information is provided regarding the number of bolt holes, required edge distances from bolt holes to edges of gusset plates and working points of cross frames for a fabricator to adequately detail the required gusset plates. With regard to the request for an additional section through the cross frames closer to the girders, refer to Detail 1 on Sheet Number 98. The typical locations for this detail are shown on Sheet Numbers 88-90.	2011-07-11 14:38:24
July 19 <sup>th</sup> 2011	079	Special Provision 090092.03 Protected Species prohibits driving/vibrating of barge anchor spuds during the specified period. Please confirm that dropping and pulling spuds will still be allowed during that period of time.	There are no time restrictions for movement of floating equipment, operation of tug boats or operation of crew boats. These activities may occur at any time outside of or within a cofferdam. Any activity that requires placement of material, other than mentioned above, is prohibited between February 1 and July 1. This includes dropping and pulling spuds and driving piles (even within a completed cofferdam).	2011-07-15 15:01:29
July 19 <sup>th</sup> 2011	079	Special Provision 090092.03 Protected Species prohibits "In-stream work" during a specified period. Please define "In-stream work". For example, will this included the movement of floating equipment, dropping and pulling spuds, operation of tug boats, operation of crew boats, etc? Is work contained inside a completed cofferdam allowed?	There are no time restrictions for movement of floating equipment, operation of tug boats or operation of crew boats. These activities may occur at any time outside of or within a cofferdam. Any activity that requires placement of material, other than mentioned above, is prohibited between February 1 and July 1. This includes dropping and pulling spuds and driving piles (even within a completed cofferdam).	2011-07-15 09:56:51
July 19 <sup>th</sup> 2011	079	Plan sheet #2 discusses a restriction for active bald eagle nests within 0.5 miles or line of site. Is the restriction limited to a line of site within 0.5 miles? Or is the line of site unlimited. Given the potential elevation of crane boom tips, etc. a line of site could potentially extend for dozens of miles.	The distance restriction for an active bald eagle nest is ½ mile. It is understood that a nest may be visible from crane boom tips but ½ mile is still the distance restriction. Iowa DOT biologists will continue to survey the project area for active bald eagle nests. In the event that an active nest is located Fish and Wildlife will be contacted to discuss nest-specific distance/timing restrictions shall they apply.	2011-07-15 09:55:05

July 19 <sup>th</sup> 2011	079	Given the planned approximate start date of 4/23/2012 and that current flooding at the project site prevent bidders from viewing the actual project location it would seem prudent to delay the project bid date to allow all bidders to fully investigate the site. We ask that consideration be given to postponing the bid date to allow for a full site investigation.	Consideration was given and it was decided to proceed.	2011-07-11 14:38:58
July 19 <sup>th</sup> 2011	079	Standard Specification Section 2403 Structural Concrete, Paragraph 2403.03.B.5.i states “use stay-in-place forms only when specified in the contract documents.” Will the use of stay-in-place deck forms be allowed in construction of this bridge deck?	No.	2011-07-11 14:36:56
July 19 <sup>th</sup> 2011	079	Standard Specification Section 2425 Precast Prestressed Concrete Deck Panels, Paragraph 2425.01 states that “This specification describes precast prestressed concrete deck panels to be used in the construction of bridge decks. When authorized in the contract documents, these panels may be used in construction of the deck, at the option of the Contractor, in place of the usual removable deck forms. ...” Will the use of concrete deck panels be allowed in the construction of this bridge deck?	No.	2011-07-11 14:36:26
July 19 <sup>th</sup> 2011	079	The restrictions for clearing and grubbing (due to the bald eagle 12/15 thru 2/20, Indiana bat 4/15 thru 9/15) only allow from 9/15 thru 12/15 2/20 thru 4/1. The addendum attached power point presentation states that the access ramps over the levees will be constructed and removed by others. Will the access ramps be completed in time to hit these windows of opportunity to clear and grub? Will the contractor be allowed to cross the levees before the access ramps by others are complete?	Clearing and grubbing on the Iowa side of the Missouri River will be the responsibility of the grading contractor for the Iowa approach (existing Project Number NHSX-534-1(80)--3H-65. Clearing and grubbing for the Nebraska side of the Missouri River will be added by extra work order to Project Number NHSX-534-1(68)--3H-65. The access ramp over the Nebraska levee is scheduled for completion by January 1, 2012, which will allow access for clearing and grubbing on the Nebraska side of the river during the window from February 21, 2012 through December 14, 2012. Clearing and grubbing restrictions for the Indiana Bat do not apply to the Nebraska side of the river. The contractor will not be allowed access across either the Nebraska or Iowa levees before the access ramps are completed by others.	2011-07-13 10:09:34

July 19 <sup>th</sup> 2011	079	Under the ADDM#1, on page 48 it references the installation of signage for the navigation lighting. There is no details on the drawings to the locations, sizes, type, and other details for the installation of reflective sheeting/signs for this project. We signs be required. If so, please provide the necessary details.	Details for this are shown on Design Sheet 67 of the plans.	2011-07-11 14:35:30
July 19 <sup>th</sup> 2011	079	Referenced Walkway Notes and Typical Section on Design Sheet No. 108 concerning the Inspection Walkway Plan. The Walkway Notes state that the Top Rail, Intermedayte Rail and Toe Board can be Bolted to the Rail Post. Can the Rail be Fabricated in Panels and Field Bolt to the Walkawy Stringer?	Fabricating the rails in panels and field bolting the panels to the walkway stringers would be allowed provided the contractor / fabricator could provide calculations confirming the proposed bolted connection to the walkway stringer can develop the same capacity as the welded connection currently shown.	2011-07-13 10:12:48
July 19 <sup>th</sup> 2011	079	Will the owner sign the manifest or other required forms as, and be identified as, the generator, on all non-contractor generated hazardous material,including petroleum contaminated soil (section 2533)?	No contaminated soil has been identified on this project. The contractor should not anticipate encountering any contaminated soil.	2011-07-13 13:42:57

July 19 <sup>th</sup> 2011	079	<p>The Special Provision for the open end pipe pile calls for driving a demonstration pile to determine the production pile lengths. The location of the demonstration pile on the bank presently has driving the pile through considerably more depth of soils than the production piles, hence its length of 200' versus 140' for the longest Plan production pile at Pier 5. This is not going to be reflective of the actual driving conditions for the production pile. Typically on other projects, a casing has been installed and excavated out to the elevation of the foundation elevation (here the bottom of the concrete seal). The pile is then set into the casing and driven to the desired final tip elevation or desired capacity through the same materials as the production pile will be driven. At Pier 5, the bottom of the excavation for the footing seal is Elevation 898.17. The elevation of the ground in the vicinity of the demonstration pile is around Elevation 962. This is about 64' more material than the production pile will be driven. It probably is going to take a larger hammer to drive the demonstration pile through a total of 187' than the production pile through 123' of material. This is contrary to the Special Provision which says to use "the same or comparable type of equipment" to install the demonstration pile as will be used for the production pile.</p>	<p>The contractor may use a temporary casing and excavate out material to the proposed bottom of concrete seal course for Pier No. 5 (Elev. 898.17) to facilitate installation of the demonstration pile. However, the temporary casing should be large enough to facilitate complete driving of the pile and installation/removal of dynamic pile testing equipment from the demonstration pile. The demonstration pile will need to be cleaned out and filled with concrete and the temporary casing removed at completion of the program with the disturbed area backfilled as indicated in the special provisions. Backfill material shall consist of cohesive material within 3 feet of the ground surface as stated in the special provisions.</p>	2011-07-15 09:53:16
July 19 <sup>th</sup> 2011	079	<p>Addendum #1 issued exhibit "D" sketch sheet F.01 showing the temp levee crossing. Is this information for information only or is that work part of this contract? If the work is part of this contract what bid item does the work belong in?</p>	<p>It is for information only. The Iowa and Nebraska levee plan sheets were requested at the pre-bid meeting. (see Addendum A.01 sheet 67 of 70, #14)</p>	2011-07-13 12:16:21



July 19 <sup>th</sup> 2011	079	Regarding bid item 230 Disc Bearing Assemblies, sheet 151 specifies that the bearings be designed to LRFD Bridge Design Specifications. For the bearings to be designed to LRFD requirements, service and strength loads would need to be provided in both the vertical and horizontal directions. Is this information available? Also, does the rotation of 0.02 radians include tolerances?	As noted in the Disc Bearing Notes on Design Sheet 150, loads provided on Design Sheet 151 are factored loads (strength limit state). Our review of the LRFD Bridge Design Specifications does not indicate that service loads are needed for horizontal loads since design of the shear resisting element of bearings would be based on the factored loads provided. Service vertical loads would be required only for sizing the disc element of the bearings. Since the discs are a relatively minor element of the overall bridge pricing, a reasonable factored load reduction could be used to approximate the disc size for bidding purposes and service vertical loads can be provided by a plan revision after letting. The limiting rotation of 0.02 radians does include tolerance for uncertainties. Tolerance for fabrication and installation are not required for disc bearings per the AASHTO LRFD Bridge Design Specifications.	2011-07-15 09:50:57
July 19 <sup>th</sup> 2011	079	Is the "HPC-O" concrete mix design an acceptable substitute for the "O" mix design that is referenced in Line Number 0170 (Deck Surfacing) of the Proposed Schedule of Prices?	Article 2412.03 of the Standard Specifications states: "When a two course construction with a second course of bridge deck surfacing or other wearing course is specified, use the requirements of Section 2413 or in the contract documents for the second course." Section 2413.03.D allows either Class "O" Portland Cement Concrete or Class "HPC-O" High Performance Concrete.	2011-07-15 09:52:00
July 19 <sup>th</sup> 2011	079	When will the access roads be available on the Iowa and Nebraska sides of the river?	The access ramp for both sides are scheduled to be completed before this projects start date of April 23, 2012.	2011-07-15 09:49:51
July 19 <sup>th</sup> 2011	079	Thank you for your answer to our previous question concerning hazardous material, but we would like to know what happens if, in the unlikely event, hazardous material, including Petroleum Contaminated Soil, is found on the project. Will the owner sign the manifest or other required forms as, and be identified as, the generator, on all non-contractor generated hazardous material, including Petroleum Contaminated Soil (section 2533)?	You are welcome. We do not know what manifest you are referring to, Iowa does not use that terminology. Therefore, we can not say that we will sign a "manifest". If, however, contaminated soil is encountered during construction, this will be a change in the condition of the site. The work to deal with the petroleum contaminated soil (Section 2537) will be handled by an extra work/change order. The owner will be responsible for the contaminated materials.	2011-07-15 09:49:09

July 19 <sup>th</sup> 2011	079	Given the size of the hoisting equipment required to handle the pile driving and steel erection it appears that very large permanently barge mounted cranes will be required to complete this portion of the project. Section 090092.02, Work Zone Requirements, of the Special Provision for Environmental Protection requires that all barges be completely out of the water for 10 days prior to placing the barges into the Missouri River. However, our investigation into available dry docks indicates that the nearest facilities with the capability of dry docking equipment of this size is located in the Gulf of Mexico. It would appear that a long trip from the Gulf to the Missouri River would negate any inspection performed in the Gulf. Is there another acceptable method for certifying this equipment as free from zebra mussels? Can an in-water inspection using divers coupled with disinfection of the barge interior satisfy the requirement?	Under Review	2011-07-15 08:57:39
July 19 <sup>th</sup> 2011	081	Should this project include an earth shoulder item?	Earth Shoulder Finishing per Section 2123 of the Standard Specifications is not required on this project.	2011-06-30 12:34:45
July 19 <sup>th</sup> 2011	081	Do you have a Tabulation Breakdown of Bid item # 230 Pavement Removal? so we know what portion is 3" Asphalt in Street and 6" PCC Curb and Gutter.	See addendum 19jul081.a02 for a tabulation.	2011-07-18 17:25:27
July 19 <sup>th</sup> 2011	101	In the project proposal on page 2, under the first paragraph of the proposal notes, the last sentence indicates we cannot complete any work before the late start date that interferes with traffic without the engineer's approval. Can this be more specific ? Either don't allow anything that interferes period, or define exactly what is acceptable. The RCE will not answer questions before the letting and they will be the one responsible for deciding what is acceptable---so it would seem fairest to everyone to know exactly what is and isn't acceptable, instead of risking a guess as to what the RCE will or will not allow. Thanks.	Please refer to ADDENDUM.19JUL101.A01.	2011-07-08 11:35:27

July 19 <sup>th</sup> 2011	101	For the PCC option in the shoulder construction a BT-1 or BT-5 is an acceptable longitudinal joint. In the past couple projects with shoulder options, the bar spacing was also modified to a little over 40" OC instead of as in the standard. Do you want a modified spacing or the standard spacing ? Thanks	Standard spacing shall apply.	2011-06-30 10:53:24
July 19 <sup>th</sup> 2011	101	Modified subbase is under all of the 10.5 inch paving-part of the estimate reference for the modified (plan item 12) states that there will no driving on the final lens of modified---this presents no problems on mainline 218. It does however present unique haul road problems for the rest of the paving---generally we have been able to back on the modified for this type of construction. Could this be changed for all the paving but the mainline on 218 ? Thanks	Please refer to ADDENDUM.19JUL101.A02.	2011-07-08 09:38:16
July 19 <sup>th</sup> 2011	101	I have notice that this project does not have any Subgrade Treatment will this be added later? Also will the Long. Subdrain be required in the Class 12 cut areas? Thanks	Subdrains are accounted for in the rock area and have been shallowed up and shown as such on the tab. Modified Subbase was used on this project since no/minimal select subgrade treatment was available.	2011-07-06 12:40:33
July 19 <sup>th</sup> 2011	101	Sheet 6 of the bridge plans, fifth note states additional r/s is included to facilitate lowering the footing into rock. If the footing is built per plan elevation, will plan qty be paid for the black r/s item?	Reinforcing steel shall be measured and paid for according to Standard Specifications 2404.04 and 2404.05	2011-07-06 10:30:45
July 19 <sup>th</sup> 2011	101	We asked a question about defining what is acceptable interference with traffic in 2011 on C-50. In our further analysis, without being able to work on the bridge berms for the new C-50 bridge, it would be next to impossible to achieve the \$ 400,000 no excuse road opening bonus. Based on past experience I believe it is your intent when there is a no excuse bonus, that there is a reasonable chance of earning it. Without modification to the present contract requirements the bonus is very unlikely to be earned. Please review. Thanks.	Our normal intent is for a contractor to be able to achieve the "No Excuse Bonus" with minimal acceleration costs. However, the "No Excuse Bonus" on this contract will probably require the contractor to have acceleration costs in 2012 since there are limitations on work that can be done in 2011.	2011-07-08 11:40:25
July 19 <sup>th</sup> 2011	101	It sure would be nice to have corresponding stationing points from the ramps and loops to the mainline paving. Or at the very least a better plan view in which to scale from. Is this a possibility? Thanks.	Nothing more is available beyond what is already in the plans.	2011-07-14 17:18:08

July 19 <sup>th</sup> 2011	101	The project is located in two Davis-Bacon zones. A similar situation took place in the Jan. 2010 letting for the Ft. Madison Bypass. By addendum, the project was let under the higher zone. What is the intent for this project?	Davis-Bacon wages were removed by Addendum A.01.	2011-07-12 10:17:14
July 19 <sup>th</sup> 2011	101	The shoulder strengthening typical and tab on sht B.17 indicates that the PCC is 7.5" on the cross section and 8.5 " on the tab. Which is correct? In addition, why is a BT-5 joint required since this pavmt is to be removed later in the project?	The thickness for PCC option is 7". BT-5 joint will only be required at locations where shoulder strengthening is left in place after completion of the project.	2011-07-14 17:16:21
July 19 <sup>th</sup> 2011	101	Items 61,62,63 mention using Class A bedding and back fill for this pipe. Is that only for pipe directly under the roadway or does this apply to all pipe under these bid items. Please clarify. Thank you	Section 2552.03, E shall be utilized.	2011-07-18 14:49:32
July 19 <sup>th</sup> 2011	101	On Tab.104-3 in the remarks it calls for removing existing on some of the lines. Is there a pay item for this, if not how long are these lines, how deep are these existing lines and what size are they?	Standard Specification 2102.04, B -- "Removal of pipe culverts that are not encased in concrete are incidental to excavation and will not be measured or paid for."	2011-07-19 10:45:22
July 19 <sup>th</sup> 2011	102	The typical for new construction on sheet B.1 does not fit any practical construction procedure for slipform paving. While the existing road "top" may be narrow, the padline for the paver will need to be a minimum of 3 feet, and the shoulder quantities etc should reflect this practical construction constraint. Will this be changed ?	Refer to ADDENDUM 19JUL102.A01.	2011-07-15 10:09:54
July 19 <sup>th</sup> 2011	104	With the start date of 8/22/11 and 90 working days, there are roughly 60 working days prior to November 15. Will free winter work be allowed?	No winter free time will be allowed on this project. Contractor is expected to work while weather permits and suspend operations once winter weather no longer allows work to be done. Construction will recommence in the spring and continue until project is completed.	2011-07-11 14:18:34
July 19 <sup>th</sup> 2011	104	Sheet B.2 shows the reinforced PCC kayak launch floor. The estimate reference section for PCC items for the Trailhead section (16 and 17) do not mention the PCC kayak launch floor. Will this work be incidental or will a bid item be added with a quantity?	Refer to ADDENDUM 19JUL104.A02.	2011-07-11 14:17:04

July 19 <sup>th</sup> 2011	104	Sheet V.02 shows the 6" granular base under the Precast Concrete Box and Precast Concrete Box End Sections. Estimate reference section for item 39 (end sections) indicates the bedding is incidental. Item 38 (box culvert) does not mention bedding. Will the 6" granular base be incidental to item 38 or will an item be added with a quantity?	Refer to ADDENDUM 19JUL104.A02.	2011-07-11 14:17:35
July 19 <sup>th</sup> 2011	104	Sheets U.4, U.5, and U.6 call out metal colors #1, #2, and #3. SP-097037, Division 7 does not call out what colors these are to be for the metal roofing/soffit/flashing. Could metal colors #1, #2, and #3 be clarified? Thanks	No colors have been selected. Bid the paint specified in the Special Provision and any manufacturer's color.	2011-07-18 12:36:46
July 19 <sup>th</sup> 2011	104	What depth will the 4" sanitary service be at when we connect to the existing sanitary manhole and what slope is the service pipe designed to run at on sheet D.14? Can you tell us what size the existing water main is that we are to tap into on sheet D.14? Does the 12" storm sewer on sheet d.04 have a bend in it as shown, also it seems as though it scales more than 16 feet per bid item #0410!	Under Review	2011-07-18 10:20:12
July 19 <sup>th</sup> 2011	104	In Section 08100 - Steel Doors And Frames, Part 1.02.C, it reads "Finish Hardware is specified under Section 08710" I do not find Section 08710 in SP-097037. Please provide.	Section 08710 is not included in SP-097037. Refer to Door Notes on Plan Sheet U-4 for finish hardware.	2011-07-18 17:27:20
July 19 <sup>th</sup> 2011	104	Estimate Reference Section on A.3 lists item 0410 as Storm Sewer, Trenched, CL III, RCP, 15 IN. Sheet D.03 shows STM-12 12" RCP. Estimate proposal for bid item 0410 shows Storm Sewer Gravity Main, Trenched, Reinforced Concrete Pipe (RCP), 2000D (CL III), 12 IN. Please verify pipe diameter.	Line 0410 of the proposal is shows the correct pipe diameter of 12 inches. Item code for line item 0410 on Plan Sheet A.3 also shows the correct item. The item description and estimate reference notes have typographical errors showing the pipe diameter as 15 inches when in fact the correct size is 12 inch diameter pipe.	2011-07-18 12:15:32
July 19 <sup>th</sup> 2011	109	Is safety rail pickets or horizontal? Is there a rub rail? What is the deck, concrete, treated wood, IPE? Thanks	Please see ADDENDUM 19JUL109.A03	2011-07-12 15:37:46
July 19 <sup>th</sup> 2011	109	I do not see any details of the bridge or precast abutments in the plans. Can these be provided?	Please see ADDENDUM 19JUL109.A03	2011-07-12 15:38:16

July 19 <sup>th</sup> 2011	109	Please review bid item 0300. 38 Lbs. of reinforcing steel? Recently engineers have been referring to MI-221. I don't see this road plan listed any longer. Am I missing something? thanks.	Please refer to the link for the MI-221 Standards dated 4/19/2011 <a href="http://www.iowadot.gov/erl/current/RS/content_eng/mi221.pdf">http://www.iowadot.gov/erl/current/RS/content_eng/mi221.pdf</a>	2011-07-13 12:48:20
July 19 <sup>th</sup> 2011	109	In the V sheets is shows that the precast concrete abutments are "by others." Does that mean they are part of another contract? If so when are they scheduled to be installed?	Per the Standard Specification Book for Highway and Bridge Construction: Page 5532429.05 BASIS OF PAYMENT.A. Payment for each Pre-engineered Steel Truss Recreational Trail Bridge furnished and erected will be the contract unit price.B. Payment is full compensation for: * Designing, manufacturing, delivering, erecting, and assembling the unit complete as shown in the contract documents, and * All foundations, footings, abutments, piers, pier caps, bearing plates, pads, bolts, anchor bolts, grouting, decking, railing, and any other materials, labor, and equipment necessary to complete the bridge in place.	2011-07-14 12:33:09
July 19 <sup>th</sup> 2011	109	I am trying to get a price for the precast concrete abutments for the ped bridge. Is there more information on the design of what they want? The suppliers need more info to price the material.	It is up to the Pre Cast Bridge Manufacture to design the bridge Abutments.Per the Standard Specification Book for Highway and Bridge Construction: Page 5532429.05 BASIS OF PAYMENT.A. Payment for each Pre-engineered Steel Truss Recreational Trail Bridge furnished and erected will be the contract unit price.B. Payment is full compensation for: * Designing, manufacturing, delivering, erecting, and assembling the unit complete as shown in the contract documents, and * All foundations, footings, abutments, piers, pier caps, bearing plates, pads, bolts, anchor bolts, grouting, decking, railing, and any other materials, labor, and equipment necessary to complete the bridge in place.	2011-07-19 09:55:05
July 19 <sup>th</sup> 2011	110	Will the contractor be responsible for compaction with moisture and density control under all paving? Is the 5200 cy. of disposal (in item 3) in addition to 4390 tons (in item 4) of granular material to be transported to Altoona?	Compaction with MD, no. Plans clearly state that the 4390 tons will be transported to Altoona and that the 5200 cubic yards is to be wasted per 213-1 and 213-7 off the project.	2011-07-12 15:57:00
July 19 <sup>th</sup> 2011	110	Will there be an existing site topographic survey available prior to construction?	No site topographic survey is available for this project.	2011-07-12 15:41:08
July 19 <sup>th</sup> 2011	151	Where the existing pavement is 32' 6" and 41' wide and have a patch width of 12', do the repair patches have curb?	There is no curb and gutter associated with that patch. The patch is in the driving lane and there is a shoulder area outside that location and the curb and gutter is on the outside of that.	2011-07-18 17:29:02



July 19 <sup>th</sup> 2011	155	Can the work be done in 2011?	Yes, Any work started in 2011 must be completed by the end of the 2011 construction season per the Standard Specifications for CIP recycling and HMA.	2011-07-08 15:32:17
July 19 <sup>th</sup> 2011	157	Bid item 0260 refers to signing. I find no signing tab available in the plan sheets that refers to this item. Please review as no permanent signing is even shown on the plan but is referenced in the bid item note #26 on sheet #2.	Please read the TABULATION OF PERMANENT SIGNING on Sheet 2 of 12 located in the upper right hand corner of the sheet for reference and location of the Permanent Signing on this project.	2011-07-12 11:23:52
July 19 <sup>th</sup> 2011	160	Item #160 - HMA Wedge/Level/Strength - so that it is suppose to be bid by the SY but no where in the plans does it show how think this item is suppose to be. On sheet B.3 [DET-3] thickness just shows Varies. Being this is a SY Item would be nice to know the thickness. This item should be a per ton Item anyway.	Please refer to ADDENDUM.19JUL160.A02	2011-07-18 15:47:51
July 19 <sup>th</sup> 2011	201	The (705) part of this project lists patches with dowels. Existing pavement A.C.C. Should the patches be tabulated without dowels? Please review. Thanks.	Please refer to ADDENDUM.19JUL201.A01.	2011-07-18 17:30:38
July 19 <sup>th</sup> 2011	213	On sheet C.2 in the plans, there is a tabulation of partial depth regular HMA finish patches. There is not a bid item for this tabulation. Thanks.	This will be handled by an extra work/change order.	2011-07-18 17:34:50
July 19 <sup>th</sup> 2011	309	On page C-5, there is a note about, in fillet replacement areas the trench shall be finished with a minimum 6" HMA cap. There are no locations given in the subdrain tabulations. There are 18 driveways and 6 side roads. Along with this are areas of exisiting shoulder widening. Do we place the subdrain on the outside of the widening units or 9" turn lane? As these are not fillets. This is a pretty big incidental to assume all bidders will catch this.	Under Review	2011-07-14 09:43:36
July 8 <sup>th</sup> 2011	151	Are PWL Specifications going to be waived on this emergency project to expedite construction? Otherwise time for test strips and mix varafications will slow down the construction. The surface quantity of HMA is too small for the number of PWL tests anyway.	The project must be bid as per specifications in the plans and proposal.	2011-07-08 09:35:54

June 21 <sup>st</sup> 2011	001	Reinforcing Steel is listed as 74,795 lbs. The bridge standards are calling out abutments, however, the weight for the abutments is not included in the 74,795 lbs. Is the weight in the proposal to be increased to 77,427 lbs?	See addendum 21JUN001.A01.	2011-06-15 09:36:22
June 21 <sup>st</sup> 2011	001	Plan quantities for the structural concrete is 322.1 CY. The standard shows 322.1 cy for the super structure and 18.2 cy for the abutments for a total of 340.3 CY. Is this correct?	See addendum 21JUN001.A01.	2011-06-15 09:36:57
June 21 <sup>st</sup> 2011	007	Considering the size of the box, the amount of water running through the channel, and all of the utilities in close proximity to this box 15 days is not enough time to complete this project. Could more working days be added to this project? Most projects this size have 20-30 days minimum.	The low number of days is due to this being a precast culvert. We would not want to make changes this close to the letting.	2011-06-17 16:45:08
June 21 <sup>st</sup> 2011	010	The General Notes of the Proposal Attachment for BO 10 says "It is recommended that he contractor contact the Office of the States Archaeologist and State Historic Preservation Office to request ...." This implies making this contact is optional. If this contact is not made then there will be no reports to provide to the contracting authority and the Office of Location and Environment. Is my assumption correct?	Your assumption is correct. This is a generic note that was added to these proposals. The contractor does not have to contact the State Archaeologist and State Historic Preservation Office if they believe their work will not impact a historic site. No addendum will be written.	2011-06-08 08:58:07
June 21 <sup>st</sup> 2011	011	The General Notes of the Proposal Attachment for BO 11 says "It is recommended that he contractor contact the Office of the States Archaeologist and State Historic Preservation Office to request ...." This implies making this contact is optional. If this contact is not made then there will be no reports to provide to the contracting authority and the Office of Location and Environment. Is my assumption correct?	Your assumption is correct. This is a generic note that was added to these proposals. The contractor does not have to contact the State Archaeologist and State Historic Preservation Office if they believe their work will not impact a historic site. No addendum will be written.	2011-06-08 08:58:29
June 21 <sup>st</sup> 2011	012	Plan sheet 3 states the road is open to thru traffic but traffic control indicates the road is closed.	The bridge will be closed to traffic as stated in the Traffic Control Plan.	2011-06-15 09:39:07
June 21 <sup>st</sup> 2011	014	Will any painting of the structural steel be required besides the bearings?	No painting of the structural steel will be required.	2011-06-15 09:40:32
June 21 <sup>st</sup> 2011	015	Will any painting or shear studs be required on this job? No mention is made in the plans.	No painting of the structural steel will be required. The original bridge was designed composite so no additional shear connectors are needed.	2011-06-15 09:40:03

June 21 <sup>st</sup> 2011	017	The English Bridge Standards on the cover page of the plans list "TWH 0-2-87" with a Revision Date of 04/07. This does not exist on the web site, the only standard has a date of July 1987. Please advise.	Please utilize the internet address listed in the 'English Bridge Standards' tabulation on sheet A.01, to view the standards listed.	2011-06-02 09:13:50
June 21 <sup>st</sup> 2011	017	It was my understanding that the new DB rates were going to be effective for this June 21st letting. Is this correct and will there be an addendum issued stating this.	This project does not have pre-determined wages. See proposal. There is no plan to issue a new wage rate.	2011-06-08 09:09:33
June 21 <sup>st</sup> 2011	021	Looking at the piers that are to be repaired in the swamp area, it does not appear that the proposed 3" rock road will be sufficient for creating access. Is the contractor suppose to figure the costs of building sufficient access in their bid or will it be handled by a change order after the contract is let?	The Contractor should bid according to plans. If any area needs more material, that will be handled by extra work order.	2011-06-14 16:22:32
June 21 <sup>st</sup> 2011	023	Item 9 for 16" Steel Pipe Pile (P10A Type 1) for the piers refers to the standard bridge plan. The P10A Type 1 standard bridge plan shows a 7/8" closure plate if specified in plans. The concrete quantity would be different they were open ended plates as opposed to closure plates. Please clarify.	ALL CAST IN PLACE PILES SHALL HAVE A CLOSURE PLATE. DRIVING POINTS SHALL BE USED IF SPECIFIED ON THE PLANS. DRIVING POINTS ARE NOT SPECIFIED ON THIS PROJECT.	2011-06-15 09:28:28
June 21 <sup>st</sup> 2011	102	Sheet J.01 note 2 calls for temporary traffic signals to be installed at the north and south ends of stages 1 & 2. Are these to function independently or as a "bridge control" type of set up where they are interconnected for single lane control? Are there any drawings or functional diagrams available?	These signals are to be set up where they are interconnected for single lane control. There are no drawings or diagrams for this included in the plans other than TC-216, shown in Tab. 105-4 on plan sheet C.05. The signals are to facilitate keeping one lane of traffic open at all times on South Main Street to maintain access out of and in to town during construction of Main Street south of Lake Street. The signals need to be set up to facilitate alternating north / south traffic.	2011-06-14 16:13:07
June 21 <sup>st</sup> 2011	107	When I read the reference note (on sheet C.01) for item #2 Class 10 it looks like the Class 10 should be increased from 635 C.Y. to 1958 C.Y. Thank you	REFER TO ADDENDUM 21JUN107.A01.	2011-06-17 18:27:33
June 21 <sup>st</sup> 2011	108	Item 1090 Tunnel lights. Is the contractor responsible for anything related to the power service? Plan sheet V.01 has a note "Coordinate Paver with proposed.... What does this require i.e. does the contractor provide any equipment or pay any utility Co. charges?	The Contractor will not need to provide any equipment or pay for utility company charges. A meter will be installed by MidAmerican Energy near the end of the tunnel. The Contractor will be responsible for the connection from the tunnel lights to the meter.	2011-06-14 16:10:11

June 21 <sup>st</sup> 2011	108	Is the Qwest conduit all 2", or is any 4" conduit included in Item 104?	All Qwest conduit for bid item 104 is 2" conduit. Bid it per Proposal Line No. 1040 2599-9999009 ('LINEAR FEET' ITEM) 2" INCH DIA. CONDUIT, QWEST	2011-06-17 16:47:00
June 21 <sup>st</sup> 2011	108	What items qualify as "Specialty Items" specific to BO108.	Per note 660.26 on the Proposal Special Provisions List, TRAFFIC SIGNALIZATION AND/OR TRAFFIC SIGNAL INSTALLATION	2011-06-20 09:56:53
June 21 <sup>st</sup> 2011	109	How thick is the granular subbase pay item?	As the reference note states, "Use as needed for leveling and stabilization." There is no constant thickness, this is for soft spots in the subgrade so it can be excavated out and replaced with this material.	2011-06-15 09:38:12
June 21 <sup>st</sup> 2011	111	This project requires special compaction per 2109---the estimate reference for the modified states that this is incidental, but the general spec states that only 6" prep is to be incidental--when special compaction (12") is required there should be a pay item--can one please be added?	See addendum 21jun111.a02.	2011-06-15 10:00:19
June 21 <sup>st</sup> 2011	111	There is no "samples" item to core the PCC pavement to verify depth and assign the corresponding incentives or penalties. Is this an oversight ?	See addendum 21jun111.a02.	2011-06-15 10:00:35
June 21 <sup>st</sup> 2011	111	Please review the note in the lower right corner of sheet C.6---there is no scheduling special provision referenced in the proposal for this project, and if I have missed somewhere that it applies, please define a section, and clarify the notes intent.	See addendum 21jun111.a02.	2011-06-15 10:00:00
June 21 <sup>st</sup> 2011	111	On sheet J.1 is the "Traffic Control Plan". Number 11 in this plan indicates the need for obstruction free ambulance access at any time---is this to be construed to mean in the area of the reconstruction during construction ? It also requires access to affected properties---what kind of access, foot, car, truck ? It would seem that the staging is trying to accomodate these concerns---if we have to consider them as applicable in the recon areas when tearing out 30 foot wide streets to put back 39 foot wide streets there will be considerably more expense involved. Please clarify the owners expectations in the recon areas while working in them, relating to this note.	See addendum 21jun111.a02.	2011-06-15 10:00:50

June 21 <sup>st</sup> 2011	111	Item 300 6" Driveways 820 SY The driveway at 22+75.00 on L6 has CD Baskets. What should be the correct depth of this driveway.	REFER TO ADDENDUM 21JUN111.A03.	2011-06-17 18:42:08
June 21 <sup>st</sup> 2011	113	The Estimate Reference Information for Item 120-11" PCCP says the Paved Shoulders shall meet the smoothness specifications for mainline paving. The majority of the inside shoulder is less than 12' in width and attaches to a median placed under a previous contract. The 2317 smoothness specification does not address ABI paving. Should this smoothness requirement be applied to the inside shoulder based on its width and the fact that it is tied to another pavement? If the IDOT does want it to apply should an item be added that pays for profiling the existing padline?	Article 2317.04, A, 4 would apply, it states:"4. On lanes over 8.5 feet (2.6 m) in width, for through traffic which requires matching the surface of the new pavement to the surface of an existing pavement, an Average Base Index (ABI) will be determined according to Section 2316."	2011-06-09 14:24:56
June 21 <sup>st</sup> 2011	113	We would like you to review the working days assigned to this project. First, our analysis indicates that 90 working days are not enough days to build a two stage project with the amount of work that is required. Were working days assigned based on your standard production rates? The stage 1 working days are especially restrictive. This stage contains almost 25% of the project but has no continuity. After you have the removal, sewer, grading and base work completed, you have up to five different concrete pours to complete the Ramp A paving. Just cure time alone could take 10 working days. Ramp C is even worse. Ramp C has intakes to build and half rail to be poured. Twenty-five working days to complete all this work isn't reasonable. If traffic is placed safely on Ramp A and Ramp C does that meet the intention of the Stage 1 requirement? There is a lot of work that could be built that does not impact through traffic. This change would at least be a positive move to make the time frame more palatable and constructible in the 25 working day window. Please strongly consider adding working days to the overall project and adjusting the Stage 1 construction requirements.	Please refer to ADDENDUM 21jun113.a01	2011-06-14 10:34:52

<p>June 21<sup>st</sup> 2011</p>	<p>113</p>	<p>I believe you missed the crux of the scheduling question. Note 9 on plan sheet J.1 states that Lane closures or lane shifts that require the use of temporary barrier rail shall not be allowed before April 1, 2012. This project can't be built until the traffic can be moved to the SBL, which is currently under construction. Therefore the comment made that "no days would be charged in 2011 and during the winter of 2011/2012" does not provide working day relief to this contract. It was also asked if Ramp A and Ramp C are safely opened to traffic would this meet the basic intention of Stage 1. Again, there is too much work to complete in only 25 working days to complete the work in this area. We have been told in the past that the IDOT never intentionally lets work that would force the addition of liquidated damages to a contractors bid. Without relief from the onerous completion requirements of Stage 1 this will happen on this project.</p>	<p>Please refer to ADDENDUM 21jun113.a01</p>	<p>2011-06-14 10:35:27</p>
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June 21 <sup>st</sup> 2011	113	A note on sheet C.7 of the project plans states that “The contractor shall coordinate his work with the City of Sioux City’s utility project. “ We contacted Franklin Wagner and he stated that the project isn’t out of the final design phase, to date they don’t exactly know the parameters of the project, and finally a contract period or a letting date hasn’t been assigned. Furthermore, the project will extend south out of the project limits of the IDOT’s project. We question how we are supposed to coordinate with the Sioux City project without knowing its scope, its duration, or its impact on the IDOT project. Franklin Wagner did say the intent of Sioux City’s project is to build it during roughly during the same time frame as the IDOT job with the intent to use the closed portion of the IDOT job to access and construct the Sioux City project. Please address how the IDOT intends to charge working days under this unusual circumstance and which contractor will be given priority when conflicts arise. How is the IDOT contractor going to remove concrete, degrade the project and build sewer cross runs while maintaining access for another contract? It certainly appears that the Sioux City project will have a huge impact on this project and will cause a delay in its completion. Has any thought been given to delaying the Sioux City project until after the completion of the IDOT project? This is another valid reason to add additional working days to the contract.	The contract period was changed per ADDENDUM 21jun113.a01. Additional information is referenced on the Utility Bid Attachment that is the last page of the proposal attachments. The intent is to complete construction of the project by the end of the construction season of 2012. Working days will be charged when the contractor is working on the controlling item of work, which is the unique activity of the contract that determines the duration of the construction period for this contract.	2011-06-15 11:28:43
June 21 <sup>st</sup> 2011	113	Box 103-4, spreading of topsoil, shows salvaging the topsoil from mainline stations 583+20 to 688+62.50. The design team must not have been aware that the topsoil on these mainline stations was removed in 2009 for project IM-29-8(28)150--13-97 and not replaced. This topsoil was used on the new ramps in the interchange and on riverside boulevard roadway. The project does not have the required topsoil. How do we bid this item?	Please refer to ADDENDUM.21JUN113.A02.	2011-06-16 13:33:24
June 21 <sup>st</sup> 2011	151	Does no resurfacing in 2011 include widening?	No, widening may be done in 2011 as long as the roadway is restored to normal traffic during the winter.	2011-05-27 14:17:46

June 21 <sup>st</sup> 2011	151	My question is with regard to typical 7151. Are the total quantities correct for Class 13,HMA Base Widening, and Asphalt Binder Tons? There is no bid item for Modified Subbase C.Y.	See addendum 21jun151.a01.	2011-06-15 09:57:30
June 21 <sup>st</sup> 2011	151	Since there are so many underground utilities on this project, what will happen if a cable is in conflict with the subdrain? Will the contractor be required to back-hoe the tile in, will the cable have to be moved or will the tile be eliminated in those areas?	See Section 1107.15.	2011-06-15 15:30:06
June 21 <sup>st</sup> 2011	152	For the longitudinal joint repair item does the failing asphalt in the joint need to be removed to the level of the existing PCC pavement? If so this would require milling +/- 11.5" of existing HMA per the tab. of existing pavement.	Yes, read Section 2540.01 A. of the Standard Specifications.	2011-06-15 15:37:33
June 21 <sup>st</sup> 2011	159	Does no resurfacing in 2011 include widening?	No, widening may be done in 2011 as long as the roadway is restored to normal traffic during the winter.	2011-05-27 14:18:12
June 21 <sup>st</sup> 2011	162	Items 20 and 190. Is it the intent to use PG 64-22 asphalt binder on the 6" pave shoulders since you are requiring that grade on the 6' side road fillets.	No that is not the intent. According to Standard Specification 2303.02, unless otherwise specified in the contract documents, use PG 58-28 for shoulder mixtures. The reference note for the binder does not specifically state to use the PG 64-22 in the paved shoulder construction as well as the side road fillets.	2011-06-20 10:34:24
June 21 <sup>st</sup> 2011	166	estimating proposal bid item is for pg 64-22. General notes call for pg 64-28. which is correct.	The Bid Item PG 64-22 is correct.	2011-06-03 18:47:53
June 21 <sup>st</sup> 2011	169	Please review patch count for bid item# 0090. Thanks.	Please refer to ADDENDUM 21jun169.a01	2011-06-10 09:42:33
June 21 <sup>st</sup> 2011	170	There is a bid item for ef joints but no items for fd finish or count. Thanks.	Please refer to ADDENDUM.21JUN170.A02.	2011-06-15 15:15:57
June 21 <sup>st</sup> 2011	204	The plans do not show what county the patching is in. It is difficult to figure the night work portion of this job based on the stationing listed. To determine ready mix service for the job we need to know what county the patching is in. Thanks.	Please refer to ADDENDUM.21JUN204.A01.	2011-06-15 15:00:42
June 21 <sup>st</sup> 2011	209	Can you clarify which patches are in Division 1, the night work in Council Bluffs? Thanks.	Please refer to ADDENDUM.21JUN209.A01.	2011-06-15 14:57:40
June 21 <sup>st</sup> 2011	314	I was wondering if any of the trees along the toe of the work area needs to be removed and if there is no bid item they are incidental to what?	No clearing and grubbing is shown for this project. If needed that work would be added by an extra work/change order.	2011-06-15 15:46:09

June 21 <sup>st</sup> 2011	351	On item 0140 on the proposal the quantity is 9. Should it be 4?	Under Review	2011-05-27 11:59:43
June 21 <sup>st</sup> 2011	352	What are the footing design details for the Roadside DMS Footing? The plans do not have a plan sheet showing the information or refer to a road standard for this project.	Refer to English Standard Sign Truss Plans DMS-SS5-10 dated 9/10 as indicated in tabulation on Sheet A.1.	2011-06-01 10:11:25
June 21 <sup>st</sup> 2011	352	Is the permanent crash cushion bid item for a sand barrel array or for a permanent attenuator, severe use, like most of them are on I-235.	The bid item is for a permanent crash cushion. See Section 2551.01B which refers to Materials I.M. 455, Appendix A for a list of permanent crash cushions.	2011-06-20 16:02:13
June 21 <sup>st</sup> 2011	354	Shouldn't there be a bid item for temporary barrier rail on this?	REFER TO ADDENDUM 21JUN354.A01.	2011-06-17 10:29:07
June 21 <sup>st</sup> 2011	355	What is the footing design for the roadside DMS Footing? Information is not shown on the plans for this project.	Refer to DMS Sign Support Standards Tabulation on Sheet A.1 - DMS-SS5-10 dated 09/2010, Footing Details.	2011-06-01 10:10:53
June 21 <sup>st</sup> 2011	357	Does this project require a maintenance bond, and if so, for how long?	A maintenance bond is not required on this project.	2011-06-17 18:53:18
June 21 <sup>st</sup> 2011	402	Is the tree on 506 Benson(parcel 455) required to be removed because it is hanging directly over the neighbor's house which is 512 Benson?	Under Review	2011-06-16 15:56:39
May 17 <sup>th</sup> 2011	002	70 working days is about right and generally consistent with typical DOT established contract periods on bridges of this size and type. However, this project also includes dirtwork, pipe, longitudinal subdrain, bridge approaches, HMA paving and PCC mainline paving so 70 days seems pretty tight given that little of this work can be accomplished concurrently. Can a more appropriate contract period be established or should we bid in liquidated damages?	This is the appropriate contract period. Do not bid in liquidated damages.	2011-05-16 10:12:15
May 17 <sup>th</sup> 2011	007	The plan quantities list 282 LF of TL-4 Concrete Open Railing. 147 LF of this is the west barrier rail which has been modified to a closed rail which requires additional forming and concrete not typical for the open rail. Should a separate bid item be included for this 147 LF of closed rail?	No separate bid item is required for this item of work. The additional work and materials required to complete this work are detailed in the plans on Sheets V.15-V.16. Bidders should adjust their bid for open rail construction accordingly.	2011-05-16 10:35:13

May 17 <sup>th</sup> 2011	018	Bid Note 09 describes 10" single reinforced and single non-reinforced bridge approach sections. Bid Tab 112-6 indicates that the 20' long non-reinforced section is 6" thick. These seem to contradict each other. Which is correct?	The bid item is for Bridge Approach Pavement, as per plan, and according to the plan the non-reinforced section shall be 6" thick and the single reinforced section shall be placed at 10" thickness.	2011-05-12 17:28:02
May 17 <sup>th</sup> 2011	018	The plan quantity of engineering fabric, 485 SY, seems to be very low if it is placed under all the 3232 TN of rip rap. Could you verify these quantities and locations where the engineering fabric is to be placed?	Refer to Typical Section of Subdrain Outlet on Sheet V.31 for areas of engineering fabric placement.	2011-05-13 15:21:59
May 17 <sup>th</sup> 2011	101	This project has the special provision for 3D machine control paving, and GPS grading. It is possible a paving contractor will not want to use 3D machine control paving, but will have a grading subcontractor that wants to use GPS machine control grading. Can a third alternate be added to the survey choices to allow for this possibility ?	A third alternate option is not necessary. When the contractor bids the Construction Survey/PCC Paving 3D Machine Control/GPS Machine Control Grading alternate, it is optional for them to use either construction method per the respective DS for each. They are not required to use both. Bidding this alternate just allows their use.	2011-05-04 14:59:59
May 17 <sup>th</sup> 2011	101	The Pavmt Tabulation on Sht. C.11 and C.12 do not include a "G" area for Ramps A C. Could this be reviewed?	Please refer to ADDENDUM.17MAY101.A01.	2011-05-04 14:40:39
May 17 <sup>th</sup> 2011	101	Typical 5103M on sheet B.1 reviews the geometry of the pre graded area and the trimming required to get the crowned pre grade to a flat cross slope before granular subbase placement. Is the volume of earth material involved in the trimming included in any measured cubic meter quantity? If it isn't measured in any item by the cubic meter, what item is it incidental to ? (This question applies to bid orders 103-113-10a also, but the typical designation and page numbers may be different)	Please refer to ADDENDUM.17MAY101.A03.	2011-05-12 18:19:18
May 17 <sup>th</sup> 2011	101	Typical 2211M on sheet B.5 shows 3 smaller side road connections. Can the subbase be changed to modified so it is easier to construct ? I would ask the same question about typical 3225M on sheet B.3--this is Highway #3 and is considerably more concrete.	No, what is shown in the plans is what is desired by the designer and shall be used for bidding.	2011-05-06 15:42:04

May 17 <sup>th</sup> 2011	101	I would like clarification on which post size (or sizes) is wanted by the state for this project; 2-1/2", 2" or both. The Tabulation of Materials on sheets C.06 thru C.10 identify 64mm (2")square steel posts. The drawing that is included on sheet B.01 shows 2" x 12ga posts being inserted into a 2-1/2" x 7ga heavy duty anchor ( with wing for soil). In the Estimate Reference Information under Item Code 2599-999901 for Steel Post – Perforated Square Tube Posts, it also states 2" x 12ga square tube posts, 42" x 7ga anchors for soil installations, and 48" x 7ga anchors for concrete installations.	Please refer to ADDENDUM.17MAY101.A03.	2011-05-12 18:18:22
May 17 <sup>th</sup> 2011	101	The drawing on sheet B.01 shows the 2-1/2" x 7ga Heavy Duty Anchor secured with 2 std. bolts parallel to each other. Common practice is to use 2 shoulder bolts crossways with each other to push the post tightly into one corner of the anchor. Is that what is intended here? Should the first hole be 3/4" from the top to provide consistency and match other common 7ga heavy duty anchors?	Install as per the detail on B.01. There is a note on there that says '...installed according to the manufacturer's instructions', so the contractor should follow those instructions as well.	2011-05-12 12:44:41
May 17 <sup>th</sup> 2011	101	It seems that the 100days for the project is not enough with the staging required to build the large poured in place box culvert--can you consider adding days	No working days need to be added. Per proposal note 520.15 and the *** site 01 *** description, no working days will be charged to site 00, the Contract site, prior to April 2, 2012.	2011-05-12 12:01:11
May 17 <sup>th</sup> 2011	101	The granular backfill detail on Sheet Number 3 shows this material (granular backfill) under the triple RCB. The plan quantity appears to bear this out. However, the notes regarding the Class 20 Excavation and Detail "A" on Sheet Number 2 say the granular backfill is supposed to continue up to the natural ground line or at least 300mm above the porous backfill for the weepholes, then be topped with suitable cohesive material obtained from the Class 20 Excavation. Should additional granular backfill quantity be added to the project or should the notes and Detail "A" on Sheet 2 be changed to match what is shown on Sheet 3?	Please refer to ADDENDUM.17MAY101.A03.	2011-05-12 18:21:19

May 17 <sup>th</sup> 2011	101	Typical 7153M on sheet B.3 details construction of the 150 mm paved shoulder. In the PCC option it shows a BT-1 joint with a modified spacing of 1050 mm on center. Can a BT-5 be substituted for this joint at same 1050 mm spacing ? As a different alternative can a bent bar be inserted into the edge of slab at the same spacing of 1050 mm, but at the midpoint of the 260 mm slab; this would likely require a thickened edge in the PCC shoulder option, and if so what would the geometry of this thickened edge be so that the shoulder receives the benefit of the bar ? The reason for these questions is that based on the equipment we have available, inserting a bar in plastic concrete only 75 mm from the surface of the 260 mm mainline would result in difficulty obtaining good edge construction. This same question would apply to bid orders 103-113-10A (Highway # 20), but the typical number and page referenced probably are different.	A thickened edge will not be allowed. Please refer to ADDENDUM.17MAY101.A03.	2011-05-12 18:20:03
May 17 <sup>th</sup> 2011	101	Can the grading of Ramps B D be performed in 2011 without starting the contract working days?	Yes!	2011-05-12 11:57:28
May 17 <sup>th</sup> 2011	101	The paved shoulders if constructed with PCC can be paved with the same mix as the mainline (QMC). If the shoulder is paved with QMC concrete can we expect to be paid the \$ 1.30/m3 for the quality assurance and the 3% bonus (if earned) by proper gradations? This question would also apply to Bid Orders 103-113-10A (Highway 20) in this letting.	No, QM-C is for mainline paving.	2011-05-12 18:22:22
May 17 <sup>th</sup> 2011	101	Addendum has omitted Ramp D paving in the tabulation. Tabulation only lists 2703 square meters for bid item# 0610. Am I missing something?	Please refer to ADDENDUM.17MAY101.A04.	2011-05-13 15:23:57
May 17 <sup>th</sup> 2011	101	It appears as though the grading quantities shown for Ramp A in the T and D sheets do not account for the fact that the majority of this embankment is already in place, is an adjustment to plan quantity necessary?	This was accounted for, therefore no adjustment will be needed.	2011-05-13 15:23:04
May 17 <sup>th</sup> 2011	103	Standard Road Plans tabulation does not show PV 101 joints, please advise.	Please refer to ADDENDUM.17MAY103.A01.	2011-05-10 14:33:09



May 17 <sup>th</sup> 2011	107	Item 30-Subgrade Stabilization Material, Fly Ash is a square yard pay item. Should an item be added to pay for the fly ash by the ton used?	NO, Refer to Standard Specification 2113 for further information.	2011-04-29 11:29:45
May 17 <sup>th</sup> 2011	111	The typical on sheet B.1 that shows the paved shoulder on the left side of the road indicates the paved shoulder has a cross slope of 4%--is this the same for the 3' gutter section also?	Yes, the gutter section has a 4% cross slope too.	2011-05-16 13:10:16
May 17 <sup>th</sup> 2011	111	Estimate reference for item 9 Earth Shldr Const indicates that material is available from project limits--is there a calculation of the volume required ? When I attempted it I came up with about 30 cubic yards per station with no shrink. This would require about 10,000 cubic yards. Can this much be obtained from slopes etc so no hauling is required ? I would like someone to check my "shrinkless" calculation too please.	There is enough material available from the cut backslopes for this item.	2011-05-13 10:43:28
May 17 <sup>th</sup> 2011	112	Note 7. of the General Notes found on C.02 says- Excess "Class 10, Excavation" will be wasted on the foreslope at the direction of the engineer. If location does not warrant wasting the material on the foreslope then material will be hauled to the designated stockpile area at 275th St. The 275th site is approximately three miles south of the project. Wasting the material on the foreslope or truck hauling this material are totally different operations. To fairly bid this item, please ask the engineer to provide more definitive directions as to how he intends to interpret "at the direction of the engineer."	See addendum.17may112.02.	2011-05-16 16:12:32
May 17 <sup>th</sup> 2011	112	Please verify that the desinated stockpile area is to be at 275th St. as stated in the plans, and not at 290th St. where it appears the county has an established stockpile area. The 275th St. location appears to be private farm land.	See addendum.17may112.a02.	2011-05-16 13:45:53
May 17 <sup>th</sup> 2011	112	Would it be possible to use the Rose Hill Access location for crushing prior to stockpiling the 18" broken pavement in the same location?	Please contact the Mahaska County Conservation center for permission to use their property for a crushing site.	2011-05-13 10:39:45

May 17 <sup>th</sup> 2011	113	Site number 1 in the proposal allows 20 working days to open N28 to traffic--what are the minimum requirements to have this road open ? The through north south portion 7.2 meters wide, plus how much of Highway 20 either to allow safe north south flow ?	No paving on US 20 is required. The intent is to provide pavement for N28 traffic. The north and south 7.2 meters on N28 plus appropriate fillets are all that is required.	2011-05-06 14:45:45
May 17 <sup>th</sup> 2011	151	Estimating proposal shows a quantity for Line No. 190 - Painted Pavement Markings of 5,311.02 Stations, but Typical 108-22 - Pavement Marking Line Types shows a Total quantity of 6,378.05 Stations. Which quantity is correct?	Bid the quantity shown in the proposal. If you place more, that will be paid by an extra work/change order.	2011-05-13 10:29:15
May 17 <sup>th</sup> 2011	153	There is no by count item for full-depth repair patches.	Please refer to ADDENDUM 17may153.a01. Patches by count and CD joints were added by this addendum.	2011-05-05 09:15:54
May 17 <sup>th</sup> 2011	153	Will there be rock placed on the polymer grid for the patching and what item will that be paid under? Review page C.1 bid item reference #8. Should there be a bid item for removal of pavement for the bridge approach and pavement? The proposal lists 3541 s.y. of patching whereas the plan shows 2352.9 s.y. Please review.	Refer to ADDENDUM 17MAY153.A02.	2011-05-13 15:25:38
May 17 <sup>th</sup> 2011	156	A large portion of this project has excavation for widening that is 14" deep. The typical method (milling machine) used for the excavation has a manufacturers limit of 12" deep and is more like 11" in the field. Can the typical be adjusted to accommodate common construction practices?	No typicals on this plan show a 14" depth. What sheets are you looking at?	2011-05-06 12:07:47
May 17 <sup>th</sup> 2011	156	Typical 2602B on Sheet B.01 shows 8" of 2' widening and 6" of special backfill beneath that for a total depth of 14"	It seems the pavement design and thickness shown on the plans has been considered during the concept design process. It is not just an arbitrary thickness that can be changed to accomodate available construction equipment. The bidders will need to consider means and methods to accomplish the work shown in the plans during the preparation of their bid.	2011-05-10 11:53:22
May 17 <sup>th</sup> 2011	156	I believe the Class 13 quantity is short the 2' x 6" trench under the HMA widening that the special backfill will go in. Please confirm.	See addendum.17may156.a01.	2011-05-16 13:49:56
May 17 <sup>th</sup> 2011	160	The plan lists 532 ton for 177.1 sy of pd repair. Please review	See addendum.17may160.a01.	2011-05-16 13:52:35
May 17 <sup>th</sup> 2011	164	No patch replacement depth given in plans. Please review.	Refer to ADDENDUM 17MAY164.A02 for patching thickness.	2011-05-05 11:41:10

May 17 <sup>th</sup> 2011	164	New Patch Thickness, none shown.	Refer to ADDENDUM 17MAY164.A02 for patching thickness.	2011-05-05 11:41:42
May 17 <sup>th</sup> 2011	164	There is a bid item for ef joints but no item for fd finish sy or count. Please review	Refer to ADDENDUM 17MAY164.A03	2011-05-10 14:31:31
May 17 <sup>th</sup> 2011	164	Item #9 in the plans shows a quantity of 13,672.8 m2. The reference notes refer to the oil being paid for this item. So should the quantity be by the MG (which is usually how bid if oil paid separate) or is the oil suppose to be incidental to the item?	Refer to ADDENDUM 17MAY164.A03	2011-05-10 14:32:09
May 17 <sup>th</sup> 2011	164	Can the repair patching be done prior to the milling?	Yes, the repair patching may be done prior to milling.	2011-05-16 11:43:00
May 17 <sup>th</sup> 2011	165	Are precast intakes and manholes allowed? Thanks	Precast intakes and manholes will be allowed for use on the project.	2011-05-12 18:25:32
May 17 <sup>th</sup> 2011	165	Misc. Quantities Sheet N.09 idicates 36 fusion splices. Sheet N.07, Fiber Optic Notes 1 indicates 48 fusion splices. Which is correct?	Sheet N.07 refers to the number of splices needed for the 48-fiber trunk cable. These splices would occur in the tub on the SE corner of 63rd/Hickman. Sheet N.09 refers to the splicing that is required to terminate the three 12-fiber cables that enter the controller cabinet (from east, west, and south) and are terminated in the fiber closet.	2011-05-13 17:31:56
May 17 <sup>th</sup> 2011	167	There is not a bid item for partial depth patch material. Thanks.	See addendum.17may167.a01.	2011-05-16 13:54:02
May 17 <sup>th</sup> 2011	168	Please review the fd repair tabulation. The plan shows 224.56 sy and 3 count whereas the proposal lists 85.5. I'm not sure the depths are correct on those patches either. Thanks.	Please refer to ADDENDUM.17MAY168.A01 for quantity change. Patch depths have been reviewed by the designer and deemed correct.	2011-05-13 10:30:57
May 17 <sup>th</sup> 2011	169	The proposal lists the fd repair item as 93.3 sy and 11 counts while the plan shows 1 repair patch of 13.3 sy. Please review.	The Estimate Reference Information for item code 2212-5070310 states: Quantity includes 10 discretionary patches at 8 square yards per patch.	2011-05-10 09:14:26
May 17 <sup>th</sup> 2011	170	There is no item for removal of existing pipe/structures. How will these be paid for? Thank you	Please refer to ADDENDUM 17may170.a02	2011-05-05 11:42:32
May 17 <sup>th</sup> 2011	201	Please review the patching tabulation. Many of the patches listed do not multiply out to the correct square yards. The total varies a lot between the tab and the bid item.	See ADDENDUM17MAY201.A02	2011-05-12 12:41:49

May 17 <sup>th</sup> 2011	204	I'm having trouble differentiating between minor and major intake adjustments. For example SW545 throat replacements are listed as minor adjustments, and also listed as major adjustments. Are we modifying the height of some structures? Could someone clarify?	Section 2435.04 E.and F. and 2435.05 E. and F. for the descriptions of minor and major adjustments.	2011-05-12 12:56:25
May 17 <sup>th</sup> 2011	207	Section 2 on this project on I-35 lists mile posts where night work is required. There are three large patches on US 30 as well on this section. Will work on these patches on US 30 be allowed during the day? Thanks.	Refer to ADDENDUM 17MAY207.A02.	2011-05-13 17:30:22
May 17 <sup>th</sup> 2011	207	Please review patch count for bid item#0430. Also totals for bid item#0440. Should these be increased, due to the larger widths of some of the patches? Thanks.	Refer to Estimate Reference Note No. 14, 2529-5070120, Patches, Full-Depth Finish, By Count. Quantity increased 15% for discretionary patches.	2011-05-13 15:27:42
May 17 <sup>th</sup> 2011	352	For removal of storm sewer installation of new storm sewer under pavements will Select Granular Backfill be required? If so, what bid item will the payment for the SGB be allocated or is it incidental to the removal and/or installation?	Read Section 2552 for trench excavation and backfill. Select granular backfill is not required.	2011-05-13 12:26:57
May 17 <sup>th</sup> 2011	452	For the purpose of RPL, what are the limits required? Is it \$2 and \$6M or \$5 and \$10M? Item 58-Track Linear Feet: The specification calls for number one relay rail per AREMA specification and it is requiring 138 lb. rail section which is not in the current AREMA specification and should the rail section be 136RE? What is the spacing of the crossties? In the curve segment of railroad tracks it calls for the installation of gage rods and should they be single end or double end?Item 44-Railroad Ballast: Is limestone ballast acceptable on this item or do they want granite, quartzite, or traprock?	\$2,000,000 and \$6,000,000. Track linear feet was changed to 136 lb, please refer to ADDENDUM.17MAY452.A01. Crosstie spacing, please refer to ADDENDUM.17MAY452.A04. Gage rods, please refer to ADDENDUM.17MAY452.A04.	2011-05-16 12:44:40

May 17 <sup>th</sup> 2011	452	What type of road crossing surface can be used on the Private Railroad Crossing? If really 136RE rail is acceptable can relay joint bars and tie plates be utilized on this project? Since crossties have become difficult to secure can a mixture of oak and mix hardwoods be utilized on this project? Can rail joints be within limits of the road crossings? The plans call for gage rods within curves and should they be single end of double end?	Gage rods, please refer to ADDENDUM.17MAY452.A04. Other items will be addressed by extra work/change order.	2011-05-16 12:46:33
May 17 <sup>th</sup> 2011	452	On sheet T.01, Can we get a revised earth table with correct stationing?	No, there is not time to revise the table prior to letting.	2011-05-16 11:41:38
May 17 <sup>th</sup> 2011	452	Earthwork/Excavation, are the earthwork tables (T.01-T.02) correct or is the estimate reference information (C.01) correct?	Sheets T.01 and T.02 were not updated when the alignment was changed. Therefore, the numbers in the Estimate Reference should be used.	2011-05-16 11:42:25
May 17 <sup>th</sup> 2011	452	Is topsoil excavation included in the earthwork tables shown on T.01 T.02?	Topsoil is included in the overall cut quantities.	2011-05-16 11:44:19
May 17 <sup>th</sup> 2011	452	Will the type 2 TRM require 1" of top soil placed over the top of the TRM?	Yes, this is covered under Standard Specification Section 2601.	2011-05-16 14:50:40
May 17 <sup>th</sup> 2011	982	Do we need to have the Modular Block Wall designed by a engineer	Per Specification 2430.02, A, 1 the answer is yes.	2011-05-16 12:56:13
April 19 <sup>th</sup> 2011	002	can cast in place culverts be considered as an alternate to the pre-cast? thank you	The culvert shall be bid as shown in the contract documents. Refer to Standard Specification 1105.15 for Value Engineering Proposal for changing the plans, specifications, or other contract documents.	2011-03-24 14:40:23
April 19 <sup>th</sup> 2011	002	I cannot find a clearing and grubbing tab in the plans. Can you please clarify exactly what is to be cleared for item 0010 Clear and Grubb and what the locations are? Thank you	The item 0010 Clear and Grubb in the contract documents is for the removal of trees and field fence that interfere with the proposed culvert construction. The areas include, but are not limited to the 15 sites for proposed culvert throughout the project location. The quantity has been estimated at 50 units. Any additional units of clearing and grubbing shall be paid for by extra work order.	2011-04-14 14:07:31
April 19 <sup>th</sup> 2011	003	The traffic control plan states "any work requiring lane closures must be completed at night". Does that mean we have to install and remove temporary barrier rail every night?	Please refer to ADDENDUM.19APR003.A01.	2011-04-06 12:15:44

April 19 <sup>th</sup> 2011	003	Hammond Ave. is two lane. The shoulder strengthening cannot be constructed while maintaining "at least one lane of traffic in each direction" Can a flagger/pilot car setup be utilized during construction? If so, is that considered a closure that must be completed at night?	Yes, a flagger setup (TC-213) can be utilized during construction. Shoulder strengthening does not need to be completed at night.	2011-04-01 17:52:21
April 19 <sup>th</sup> 2011	003	Line No. 740 calls out "Removable Tape Markings", but the plans call out for "Wet Reflective Removable Tape". Which one is it?	Please reference ADDENDUM 19apr003.a02	2011-04-14 09:57:21
April 19 <sup>th</sup> 2011	003	Do you have a number of Mobilizations for Erosion Control figured for this project?	No.	2011-04-15 09:29:33
April 19 <sup>th</sup> 2011	005	Pile notes on sheet 6 suggests piling be driven to full penetration. The plans do not indicate the need for pile points despite the piling being driven to rock. Will pile points be added by change order?	Yes, the pile points will be handled by extra work order.	2011-04-18 15:02:16
April 19 <sup>th</sup> 2011	008	Is the chain link fence for the bridge included with line #0310 you have 1258 lin ft 60" Chain link	Note on plan sheet number V.12 states "FENCING ON THE BRIDGE IS PROVIDED BY THE BRIDGE MANUFACTURER."	2011-04-13 16:04:46
April 19 <sup>th</sup> 2011	008	We have concerns the new bridge won't fit on existing abutments using typical anchor bolt details.	The bridge will have to fit on the abutment seat provided. It is not feasible to widen the abutment seat due to the MSE walls and embankments. A non-typical bearing layout, possibly with anchor bolts turned in, may be necessary.	2011-04-15 09:12:54
April 19 <sup>th</sup> 2011	009	Please clarify the length of the bridge. Plans show a 110' bridge, but the standards are for a 140' bridge.	See Addendum19apr009.01	2011-04-15 09:11:11
April 19 <sup>th</sup> 2011	009	Please review the Tab 112-6 Bridge Approach quantities. The proposal lists 108 SY of bridge approach, but the tabulation has considerably more.	See Addendum19apr009.01	2011-04-15 09:10:50
April 19 <sup>th</sup> 2011	010	On Sheet B.1 Typical 2602 and sheet C.5 typical 106-3 it calls for HMA runouts, but there are no bid items for these items. Are they needed and if so what is required and what bid item are they under?	There is no bid item for this work. It will be handled by an extra work order.	2011-04-18 10:38:11
April 19 <sup>th</sup> 2011	011	Can a poured in place alternate be used on this project?	The culvert shall be bid as shown in the contract documents. Refer to Standard Specification 1105.15 for Value Engineering Proposal for changing the plans, specifications, or other contract documents.	2011-03-24 14:41:20



April 19 <sup>th</sup> 2011	013	Is the contractor responsible to provide their own borrow for the 3780cy of class 10 that is missing from the site.	See Addendum19apr013.a01	2011-04-15 14:43:46
April 19 <sup>th</sup> 2011	015	Sheet 15- Jacking Notes. Does the jacking plan need to be sealed by a PE?	No, if the jacks are supporting only the steel beam deadloads. Yes, if the jacks will be supporting portions of the existing concrete deck and/or liveloads.	2011-04-15 11:32:44
April 19 <sup>th</sup> 2011	015	Sheet 15 - Superstructure Notes. Can the blasting and painting be done after the new deck is poured?	Yes, painting after the deck is placed is allowed. We would require the forms for the deck to remain in place until after the blasting is completed.	2011-04-15 09:15:49
April 19 <sup>th</sup> 2011	015	Can the overhead power lines next to the bridge be deenergized while setting the new girders?	SEE SECTION 1107.15 OF THE STANDARD SPECIFICATION REGARDING UTILITY COORDINATION.	2011-04-19 09:08:11
April 19 <sup>th</sup> 2011	018	This project required granular subbase under the concrete paving. By design, the shoulders are only six feet wide. The use of granular subbase will force a contractor to pave this job half-width. Will the contracting authority consider changing the base material to modified subbase so the paving can be completed full width?	See addendum.19apr018.a01	2011-04-18 10:49:24
April 19 <sup>th</sup> 2011	018	The specifications for the retaining wall does not indicate a design methodology. What should this be? For example NCMA or AASHTO.	In regards to the design specification for the retaining wall, we would accept the NCMA Design Manual Spec. or the 2007 AASHTO LRFD Bridge Design Spec., 4th Edition, with Interims.	2011-04-18 10:45:30
April 19 <sup>th</sup> 2011	018	The texture for the retaining wall is specified as North Shore Granite from Recon Retaining Wall Systems. Would Le Sueur County Limestone from ReCon Retaining Wall Systems be considered also?	See addendum.19apr018.a01.	2011-04-18 10:44:21
April 19 <sup>th</sup> 2011	018	The retaining wall detail shows granular backfill but there is no bid item. Is the backfill incidental to the wall?	Yes, refer to Standard Specification 2430.05. Payment is full compensation for furnishing and erecting the modular block retaining wall according to the contract documents, including: design, excavation, foundation soil preparation, leveling pads, concrete units, connector pins, unit fill for inside the blocks, granular backfill material, and tieback reinforcement if required.	2011-04-07 15:51:07
April 19 <sup>th</sup> 2011	101	Please check math on tabs: Bid item 90 has 312 SY, the tabs add up to 286 SY. Bid item 50 has 1076 SY, line 3 in tab has 98 SY but if stations are correct it should be 65 SY. This would make the total 33 SY less.	Please refer to ADDENDUM.19APR101.A01.	2011-04-06 12:18:36

April 19 <sup>th</sup> 2011	102	C1--ERI item no. 1--states class 13 may be used if approved by the engineer. we can not talk with the engineer ahead of time to see if it will be acceptable. if it is not it will greatly affect the price of the embankment in place. please give an up or down on whether or not the material can be used	Please refer to ADDENDUM.19APR102.A02.	2011-04-06 12:19:59
April 19 <sup>th</sup> 2011	102	The estimate reference information for Item 10-Embankment-In-Place says that "Removing and re-stalling road signs and post is considered incidental to this bid item." Shouldn't this work be added as a bid item?	Please refer to ADDENDUM.19APR102.A02.	2011-04-06 12:20:53
April 19 <sup>th</sup> 2011	102	Item 320 is for 2317 smoothness. This project adds lanes onto existing U.S. 218 so the smoothness should utilize ABI testing. 2317 does not address ABI testing. Should the requirement be changed to 2316 smoothness for this project?	Please refer to ADDENDUM.19APR102.A03.	2011-04-15 09:50:17
April 19 <sup>th</sup> 2011	102	Please review jointing plan on sheet U.4. Contradictory longitudinal jointing. Some areas use BT others use RD. Also shows skewed C.D. joints. Are skewed joints required?	The jointing, as shown in the plans, is what is desired by the designer. Skewed joints are not required.	2011-04-18 10:56:23
April 19 <sup>th</sup> 2011	102	On Sheet No. C.2 under Project Description - Note 4)Apply durable pvmt mrkgs with high quality wet weather reflectivity...existing pavement. What does the wet weather reflectivity refer to? Does this mean a wet reflective glass element, wet reflective material (other than I.M. 483.04 Appendix A, Approved Sources) or does this mean that the note refers to 2527.02 D. 2. c. 4)retroreflectivity requirements? Please advise.	The note is intended to describe placing the pavement markings in the grooves cut for pavement markings. Pavement markings shall be bid as included in the contract documents.	2011-04-15 09:51:13
April 19 <sup>th</sup> 2011	105	Is trench backfill required on the storm sewer gravity main in locations under a paved surface?	Please refer to Standard Specifications Section 2552 for backfill requirements.	2011-04-18 09:19:02
April 19 <sup>th</sup> 2011	105	Do you have any geotechnical data for this job?	No.	2011-04-18 13:58:02
April 19 <sup>th</sup> 2011	106	Item 4 calls for 49.84 SF of Detectable Warning panels, the tab calls for 224 SF how should we proceed? Also at the school currently there are curbs were the ramps go, is the removal incidental?	Please refer to ADDENDUM.19APR106.A01.	2011-04-08 09:35:08

April 19 <sup>th</sup> 2011	107	The Plans State that the City will provide a waste site for Excess Class 10 within 1 mile of the Project site. I need to know the exact location so we know if we can use sidedumps or if we have to use smaller end dumps. I would also like to know how much capacity they have- can we stockpile 1,000 loads before we push it off, or do we need to push it in a pile? I called the City- They referred it back to the DOT.	The waste location is on Greene County Development Corp. property at the southwest corner of the intersection of American Ave. and Iowa Hwy No. 4. This property is north of Central Ave about 1/2 mile on Iowa Hwy 4.	2011-04-18 10:27:31
April 19 <sup>th</sup> 2011	107	Is there anyway of getting a tabulation for the pavement removals on Grimmell and Center Streets? Also a Typical Depth would be nice for the different types of paving and locations.	See addendum19apr107.a01	2011-04-18 13:59:49
April 19 <sup>th</sup> 2011	108	For item no. 5 Modified Subbase, the unit is shown as CY on the Estimated Quantities, on page C7 tab 100-24 the unit is shown as SY, please clarify.	Please reference ADDENDUM 19apr108.a02	2011-04-14 09:54:30
April 19 <sup>th</sup> 2011	108	Is a bid tabulation available for Item 2., Class 10 Excavation? Thanks	No, there is no tab.	2011-04-14 09:26:40
April 19 <sup>th</sup> 2011	109	Items 15-17 notes say "Apron guards noted in the plans are incidental", yet I don't see any listed in the plans. Are they required or not?	Apron Guards are not required and should not be included in the bid. If, at the time of construction they are requested, they will be paid for by extra work order.	2011-04-13 11:05:19
April 19 <sup>th</sup> 2011	109	Item #31 Special Compaction requires moisture density to 95% +-4% optimum moisture. Who provides/pays for the testing?	Compaction testing is to be provided and paid for by the city of North Liberty.	2011-04-13 11:06:05
April 19 <sup>th</sup> 2011	109	Sheet S.1 and S.2 - Will a square or rectangular structure be considered as a VE option to this round structure that will be very costly and very difficult to build?	You must bid the item as described in the plan. You may propose a VE option post letting.	2011-04-18 09:00:19
April 19 <sup>th</sup> 2011	111	Are the quantities for the 4 to 8 inch paving and the 8 inch paving included in the variable thickness? Starting the takeoffs and SY and CY are not matching?? Is there an additional 12% built into the CY?	Yes, the 4" to 8" pavement is considered variable and is included in the variable quantity. The CY quantity for 4" PCC Overlay and CY quantity for Variable Depth PCC have a 12% factor built in.	2011-03-25 16:30:16
April 19 <sup>th</sup> 2011	111	Working the takeoffs of the Overlay and Variable depths portions, I am coming up with very large differences, Some up to 4x plans quantity. Please Review Quantities.	Please refer to ADDENDUM.19APR111.A01.	2011-04-06 12:16:30

April 19 <sup>th</sup> 2011	111	Wondering if milling/cold planing are going to be required of the whole surface as stated in the Speck Book Section 2310.03?? When jointing is specified in which panels are smaller than a normal lane width, scarify the entire surface to create a roughened surface. Is this incidental to the Placement or Paid under Pavement Scarification?	No, milling of the whole surface is not required, only the locations indicated in the plan sets. Surface cleaning will be required as described in section 2310.03.	2011-04-01 17:49:34
April 19 <sup>th</sup> 2011	111	Quantities for bid items 0150, 0300, 0460, 0620 seem high for the area defined by the item note, or are there other areas not defined?	Please refer to ADDENDUM.19APR111.A02.	2011-04-08 16:04:06
April 19 <sup>th</sup> 2011	111	Plans L-LPPCC-1-73-66 Call for a bridge at STA 101+39 to STA 101+81 but under the Typical cross section there is no reference to the Bridge and the paving depths and quantities. Please review.	Please refer to ADDENDUM.19APR111.A02.	2011-04-08 16:05:05
April 19 <sup>th</sup> 2011	112	This project has the potential to earn pavement smoothness incentive in excess of \$ 50,000--could a bid item for the incentive be included like exists on the projects let on the interstate and primary systems please?	No.	2011-04-01 17:51:16
April 19 <sup>th</sup> 2011	112	Please review square yards for bid item 0040. Overstated?	Please refer to ADDENDUM.19APR112.A01.	2011-04-08 16:02:53
April 19 <sup>th</sup> 2011	112	Item 2, the earth shoulder construction, requires a little less than 14,000 cubic yards of material---does the county have any available in the back slopes, etc, or is the contractor to find this from sources other than the owner?	Please refer to ADDENDUM.19APR112.A01.	2011-04-08 16:02:03
April 19 <sup>th</sup> 2011	112	Contract item 100 is for surface prep. Since this is a whitetopping project the item is included to pay for surface brooming, the only thing the spec requires for whitetopping---no scarification or shot blasting etc. Is this assertion correct ?	Please refer to ADDENDUM.19APR112.A02.	2011-04-15 14:41:57
April 19 <sup>th</sup> 2011	114	J SHEETS CALL FOR ELECTRONIC SIGNS. IN THE PAST THESE WERE A LINE ITEM. WILL THESE BE PROVIDED BY THE DOT OR CITY OF WEST DES MOINES TO THE CONTRACTOR?	Please refer to ADDENDUM.19APR114.A02.	2011-04-06 12:14:33
April 19 <sup>th</sup> 2011	114	Bid item# 0340 calls for reinforcing steel. What is the reinforcing steel requirement?	Please refer to ADDENDUM.19APR114.A03.	2011-04-14 09:39:32

April 19 <sup>th</sup> 2011	114	Sheet N.02 Line 28 requires 18 feet of 12SM Fiber. Please verify quantity - looks like fiber is needed from controller to fire station.	There is already a fiber optic hub at the SW corner of Grand and S. 50th Street. From this hub, fiber already exists to the Fire Station. The contractor is only responsible for running fiber from the hub to the controller.	2011-04-18 10:28:20
April 19 <sup>th</sup> 2011	115	On the plan sheet J.1, two locations are given (one into Ramp C and one into Ramp D) for ingress and egress to the infields. Does the offsite borrow brought in have to enter/exit from these locations only - and have to be hauled under the bridge along 74 to the loop ramp fills?	Yes.	2011-03-23 14:18:55
April 19 <sup>th</sup> 2011	115	For the PCC Detour Pavement Option, the Estimate Reference Information states "c" joints for the detail on B.10 states CD joints. Which is required for the Detour Pavement if PCC Option is used?	Please refer to ADDENDUM.19APR115.A02.	2011-04-13 11:00:00
April 19 <sup>th</sup> 2011	115	On the Shoulder Tab sheet c.22, there are several locations of a 3' "shoulder for detour pavement" listed. What is this shoulder for, where does it go, is this PCC or ACC/PCC option and how is it paid for? It does not appear to be in the detour pavement or any shoulder quantities.	Please refer to ADDENDUM.19APR115.A02.	2011-04-13 11:00:31
April 19 <sup>th</sup> 2011	115	Can the infields be utilized for a crushing site?	No.	2011-04-15 09:39:16
April 19 <sup>th</sup> 2011	115	What is item #28 Granular Backfill for and where does it go?	Please refer to ADDENDUM.19APR115.A03.	2011-04-15 09:15:55
April 19 <sup>th</sup> 2011	115	How is the subdrain that goes in the retaining wall backfill - approx. sta. 5114 - 5118+25 RT - paid for?	Bid item 2502-8212034 SUBDRAIN, LONGITUDINAL, (SHOULDER) 4 IN. DIA.	2011-04-15 09:38:41
April 19 <sup>th</sup> 2011	115	Under what bid item is the excavation and backfill of the retaining wall detailed on drawing V.1 through V.15 paid for?	Excavation is under Class 10 excavation and backfill is under Granular Backfill.	2011-04-15 09:16:51
April 19 <sup>th</sup> 2011	115	If the barrier rail shown on drawings V.3,V.4,V.6,V.7,V.13 and V.14 is slipformed, as allowed in the General Notes on V.2, do the joints shown have to be in line with the retaining wall joints and match the CONSTRUCTION JOINT DETAILS as shown on drawing V.14?	The joints in the barrier rail are required to be in line with the joints in the retaining wall and should be of the same type as the wall joints (barrier construction joints should be located directly over wall construction joints, barrier expansion joints should be located directly over wall expansion joints). The construction joint and expansion joint details shown on V.14 should be followed, regardless of the method of concrete placement.	2011-04-15 10:02:14

April 19 <sup>th</sup> 2011	115	Are the concrete rustication features, as described on drawing V.15, only at the wall construction joints, wall expansion joints and at the top of the wall form liner?	The concrete rustication features described on V.15 apply to the wall construction joints, wall expansion joints, and the top of the wall form liner. No other rustication features are included in the design.	2011-04-15 10:01:38
April 19 <sup>th</sup> 2011	115	Can we substitute a BT-3 joint in lieu of a KT-2?	No.	2011-04-15 09:12:10
April 19 <sup>th</sup> 2011	115	Where does the 1,056 ton of missing Special Backfill (#30) go?	Please refer to ADDENDUM.19APR115.A04.	2011-04-18 11:14:06
April 19 <sup>th</sup> 2011	115	On page M.2, intake 53-143 depth is 17.7 VF. On page M.15, the depth shows 5.18 VF. Intake 53-109 depth is 15.4 VF on Pg M.2, on page M.14 is lists 4.63 VF. Please verify	If the tab elevation is an obvious error, the profile elevation would govern. See Section 1105.04 B. Should there be a discrepancy between figures and drawings on any of the contract documents, the figures shall govern unless they are obviously incorrect.	2011-04-18 11:34:26
April 19 <sup>th</sup> 2011	115	Can the contractor store construction materials and suitable soils in the infields, "C" "D"?	More information is needed in order to provide a response, including type and quantity of material, length of time of storage, location, etc.	2011-04-15 10:11:04
April 19 <sup>th</sup> 2011	116	This project has the potential for pavement smoothness incentive in excess of \$ 50,000 and pavement thickness incentive somewhere around \$ 10,000--could pay items for these incentives be added like exist for projects let on the interstate and primary systems please ?	No.	2011-04-01 17:50:36
April 19 <sup>th</sup> 2011	155	I believe the pavement scarification quantity is low. Please double check.	The pavement scarification quantity was double-checked, and is the correct amount.	2011-04-13 11:02:18
April 19 <sup>th</sup> 2011	156	For Item #4, Paved shoulder, Hot Mix Asphalt, 8" it refers you to typical 7152 on page B.2 that typical shows a 6" shoulder depth. What depth should we use?	The bid item is correct, Typical 7152 is incorrect. Please refer to ADDENDUM.19APR156.A01.	2011-04-13 11:04:33
April 19 <sup>th</sup> 2011	158	It appears that bid item # 140 (Pavement Scarification) is way too high. Please check this quantity. Thanks.	Please refer to ADDENDUM.19APR158.A01.	2011-04-13 11:02:57
April 19 <sup>th</sup> 2011	158	Please review the quantities for traffic control and retrofit barrier for this project. The staging and traffic control notes on sheet J.1, and the staging layout on sheet J.3 do not allow for the retrofit rails on the SBL.	This work shall be done at the contractors discretion.	2011-04-15 09:20:30



April 19 <sup>th</sup> 2011	158	Item 150 Blading and Shaping of Shoulders reference suggests B sheets for more information and locations. Can some guidance as to sheet number or additional information on this item be received? Thanks	Please refer to ADDENDUM.19APR158.A02.	2011-04-15 09:15:13
April 19 <sup>th</sup> 2011	158	It appears the Special Backfill quantity is high based off the SHLD1 and SHLD2 typical. Can a tab be given for the remainder of the Special Backfill.	Please refer to ADDENDUM.19APR158.A02.	2011-04-15 09:14:36
April 19 <sup>th</sup> 2011	158	It appears the quantity for Item #40 is high and it doesn't appear to coincide with the reference notes. Any more info would be helpful.	Please refer to ADDENDUM.19APR158.A02.	2011-04-15 09:13:47
April 19 <sup>th</sup> 2011	158	It appears that the HMA-Base Widening Quantities appear to be off. Based on Typical SHLD1 SHLD2 the SY appear to be off on the 5' 8" HMA paving. Please double check. Thanks	Quantities have been checked by the designer and the items should be bid as shown in the contract documents.	2011-04-15 09:24:42
April 19 <sup>th</sup> 2011	158	Item for Deliver and Stockpile Material asked to deliver 2000 tons of milled material to Sidney, but the Pavement scarification quantity went down. Do we still need to deliver that much?	Yes.	2011-04-15 09:25:38
April 19 <sup>th</sup> 2011	158	New Standard TC-61 calls for TLSS through gore areas. TLSS is usually a bid item. Please review	This will be paid for by extra work order.	2011-04-18 09:19:45
April 19 <sup>th</sup> 2011	161	What is the thickness of the PCC patches?	Please refer to ADDENDUM.19APR161.A01.	2011-03-28 09:46:54
April 19 <sup>th</sup> 2011	162	Has some of the Clearing and Grubbing been completed already?	No.	2011-04-15 09:43:56
April 19 <sup>th</sup> 2011	162	Will dowels be needed for the repair patching that was added?	No.	2011-04-15 09:45:03
April 19 <sup>th</sup> 2011	303	What are the limits of the 50 acres of clearing and grubbing?	Since there are no clearing and grubbing limits indicated on the plan sheets refer to Standard Specification 2101.04 paragraph B. The area of clearing and grubbing shall be the area between the proposed right of way lines.	2011-04-08 16:12:01
April 19 <sup>th</sup> 2011	303	I am assuming the borrow dirt areas are furnished by the county? Is this correct? The estimate reference notes talk about alternate borrows. The T sheets show additional cut @ two main locations Sta. 135+00 and Sta 215+00. Thank you	Yes the borrow dirt areas are furnished by the county. According to the T Sheet the earthwork for the project balances.	2011-04-18 14:09:34

April 19 <sup>th</sup> 2011	353	Item 030 HIGH TENSION CABLE GUARDRAIL. Must each of the socket footings have a rebar cage as noted in Detail B of sheet 1 of 6 drawing E627-R-546d of 627-R-546d 090901 Supplemental Dwgs	Reinforcement of the post foundations is covered in Article 2505.03, B, 2, b, of the 2009 Iowa Standard Specifications. The drawing you reference is from the Indiana DOT. This project is in Iowa.	2011-04-13 10:07:37
March 15 <sup>th</sup> 2011	001	Would a precast box culvert option be considered for this project?	No, pre-Cast is NOT an option.	2011-03-11 11:32:24
March 15 <sup>th</sup> 2011	001	Given the wet and sandy subsurface conditions shouldn't the macadam stone working blanket extend out to the curtain walls and include the apron sections of the culvert?	The designers have determined that this is not necessary.	2011-03-10 18:57:31
March 15 <sup>th</sup> 2011	001	Please clarify the quantity and intent of the granular and floodable backfill items. There is a bid item for 160 cubic yards of granular backfill and plan sheet 2 shows the placement thereof. However, plan sheet C.8 indicates an incidental quantity of 504.7 cubic yards of floodable backfill with no additional details as to placement other than referencing the station of the box culvert. There is also no detail for the 125 cubic yards of flowable mortar referenced on sheet C.8.	See addendum 15mar001.a01.	2011-03-11 15:24:12
March 15 <sup>th</sup> 2011	004	Please review TAB 108-18X on sheet C.6 and the bid items covered in that tab. The quantities do not seem to match the bid items.	Please see Addendum 15mar004.a03	2011-03-10 14:46:09
March 15 <sup>th</sup> 2011	005	Will any of these projects require us to pay Zone 3 instead of Zone 4? I'm thinking that 2 of the projects are pretty close.	These projects are all in zone 4.	2011-02-23 12:25:29
March 15 <sup>th</sup> 2011	006	Please review PPC beam quantity between proposal and drawing quantity. It appears qty of SBTB69 is incorrect.	Please see Addendum 15mar006.a02	2011-03-10 19:04:00

March 15 <sup>th</sup> 2011	006	The bid proposal includes 52.7 SY of RK-18 bridge approach, presumably at both ends of the bridge. How was this quantity calculated? Is there a bid tabulation or details somewhere that show where these approaches start and stop? There is 70 LF of fencing that runs on top of a thickened footing included as incidental on both ends of the bridge. Are there any details indicating where this thickened footing starts and stops? Same question with the 246.6 SY of recreational trail. Are there details somewhere indicating where this 8' wide trail abuts up against the RK-18 bridge approaches?	1. Quantity was calculated based on Standard Detail RK-18, using 20' section minimum, measured along the centerline. The transition points between trail pavement and bridge approach pavement are at Sta. 25+30.91 and Sta. 28+96.47.2. Sheet U.01 accurately shows the intent for the 70' of fencing item. The trench footings should be from Sta. 25+25 to Sta. 25+47.4 and from Sta. 28+73 to Sta. 29+25 3. Please see the answer to 1.for the 246.6 SY recreational trail and details where the 8' wide trail abuts against the RK-18.	2011-03-10 19:06:48
March 15 <sup>th</sup> 2011	006	Causeways or floating plant and equipment will be required in order to access and construct the new piers adjacent to and under the existing bridge and set the precast beams. Will the RL-16 clean fill (rip rap) and EC-202 (floating silt curtains) standards apply to these causeways or can causeway material be dredged out of the Turkey River and then returned to the river after the pier construction is completed? If the RL-16 and EC-202 standards apply, can the substantial amount of clean fill/rip rap required for the causeways be wasted on-site after the pier construction is completed and the beams are set in place?	The Nationwide permit for this project allows the use of details on RL-16. Materials used for the causeway must be removed from the river, and the area must be restored to its preconstruction elevations.The Contractor should not assume that the causeway material may be wasted on site.	2011-03-11 15:18:47
March 15 <sup>th</sup> 2011	006	The General Notes on Sheet C.02 say that the abutment piling installation will be monitored by dynamic pile analyzer testing provided by the engineer and that the contractor will coordinate with the engineer to schedule testing during the pile installation. What special procedures are required for this testing and how long will the engineer need for preparing the piles for this testing?	See addendum 15mar006.a03	2011-03-14 11:34:34
March 15 <sup>th</sup> 2011	006	Since RL-16 standards will apply to the project, does this mean dredging material out of the river for use in a causeway is not allowed?	See answer to previous question.	2011-03-14 10:54:05
March 15 <sup>th</sup> 2011	007	Why is the estimated roadway quantities and estimate reference information different from the proposal?	Bid the proposal. Changes will be handled by an extra work order.	2011-03-14 12:13:27
March 15 <sup>th</sup> 2011	012	How are this large of a quantity of flaggers being utilized on the project?	Please see Addendum 15mar012.a01	2011-03-10 14:45:21

March 15 <sup>th</sup> 2011	012	Item 6 is 117 SF as detailed in the plans, but only 85 SF in the proposal estimate. Please verify which is correct.	See addendum 15mar012.a03	2011-03-14 11:53:45
March 15 <sup>th</sup> 2011	012	In the beam repair notes on sheet #16, note #2, is the vertical sawcut for the removal area required if it will be encased in the new diaphragms?	The sawcut is not required if it is encased.	2011-03-14 11:48:16
March 15 <sup>th</sup> 2011	012	Shouldn't the correct quantity for item 0380, Class 13 excavation, be 60 CY?	The quantity shown in the proposal should be bid. Any additional excavation will be paid by an extra work order.	2011-03-14 12:11:53
March 15 <sup>th</sup> 2011	013	What quantity of dirt will be required for the bid item Shoulder Construction, Earth?	The typical section shown on sheet 11 tabulates the earth fill. As shown in the tabulation, 11.8 C.Y. per station is anticipated. The bid quantity for granular shoulders is 5.6 STA. Hence $(5.6 \text{ STA}) \times (11.8 \text{ CY/STA}) = 66 \text{ CY}$ .	2011-03-08 14:36:41
March 15 <sup>th</sup> 2011	014	On Page 2 of the Estimating Proposal does 'SITE NUMBER 01' note "Work within the vicinity of the channel shall be completed such that the remainder of the bridge can be constructed during the Topeka Shiner Shutdown Period" apply to all three projects or only to ER-2875(604)--8R-60?	On Page 2 of the Estimating Proposal the SITE NUMBER 01 only applies to work on "the bridge" which is project number ER-2875(604)--8R-60.	2011-03-02 11:30:42
March 15 <sup>th</sup> 2011	014	Would precast box culverts be acceptable on this project?	Both of the culverts have traffic directly on the slab, 0.0' of fill. Therefore they were designed with a variable slab thickness to maintain roadway cross section over the culverts. In addition, they were designed with no construction joints as they would be exposed to traffic and reduce long term durability of the structures due to salt contamination. As these conditions cannot be maintained with a precast culvert, the use of precast will not be allowed for these projects.	2011-03-08 17:00:06
March 15 <sup>th</sup> 2011	018	Would a cast in place box culvert option be considered for this project?	You could submit a value engineering proposal after the letting.	2011-03-14 12:23:50
March 15 <sup>th</sup> 2011	022	I don't see a bid item for class 20 excavation for the arch culvert. The class 20 on the proposal refers to the 65" pipe. This is where the contractor would be paid for digging the water around and dewatering. Also, will any stabilization material be required under the footing slab? I don't see any on the plans.	Please see Addendum 15mar022.a02	2011-03-14 12:19:58

March 15 <sup>th</sup> 2011	022	There is a note on sheet 4 for that states "No work can be done from May 15 to July 31." The late start falls with in this time frame. Can the late start be revised to a date that is not in direct conflict with this note?	Please see Addendum 15mar022.a05	2011-03-10 19:09:06
March 15 <sup>th</sup> 2011	022	On sheet 4, there is a note that states "Reshape the stream as indicated to provide better alignment..." There is not a bid item for this. Can you add a Class 10 Channel Ex item to cover this work so there is a quantity and basis to bid?	Please see Addendum 15mar022.a03	2011-03-14 12:17:54
March 15 <sup>th</sup> 2011	022	The overhead lines on the North side of the project are in direct conflict with the new wing wall locations. Has there been communication with the utility company and will these be relocated with no cost to the contractor?	The power lines have not been moved. The owner of the overhead lines (City of Lake View) is aware of the need to move the lines and plans to move the lines in coordination with the contractors work. The contact with the utility company is: Bill Leners Electric Superintendent City of Lake View 305 Main St Lake View, IA 51450-0018 Phone: (712) 657-2122 Mobile: (712) 887-0693 Fax: (712) 657-2744 e-mail: bllv@iowatelecom.net	2011-03-10 19:10:00
March 15 <sup>th</sup> 2011	022	There are fiber optic lines running on both sides of the project that are in direct conflict with the new wing wall locations, will these utilities be relocated prior to the start of the project?	Rich Higgins from Windstream (owner of the fiber optic) believes the fiber is deep enough that he will not need to relocate the fiber. He is aware of the need to relocate the fiber if there is a conflict.	2011-03-10 19:10:44
March 15 <sup>th</sup> 2011	022	Note on sheet 4 says to excavate 4 foot below footing and stockpile for reuse. I am assuming the reuse is to place the 2 foot cover over the new footing per the detail at the bottom of sheet 4. Is this work incidental to a specific item or can an item be added so there is a quantity and basis for bid?	Please see ADDENDUM 15mar022.a02	2011-03-14 12:18:50
March 15 <sup>th</sup> 2011	022	The plans show a total of 4 wing wall anchors. Is this qty correct? These are time consuming to backfill around and limit equipment access.	The plan shows a quantity of four wing walls with four anchors. The wing-wall anchors are dependent on the manufacturer's design. It is likely they will be required given the size of the wing walls	2011-03-14 10:04:31

March 15 <sup>th</sup> 2011	022	Addendum 4 has changed the start date on this project to 4-18-11. After the letting suppliers of the precast components will need 3 weeks to prepare shop drawings. The DOT gets 30 days to review shop drawings. It will take about 4 weeks to cast the components. Add all that up and we are beyond the cutoff date for in stream work before the precast components will be available. The start date on this job needs to be August 1st.	Please see Addendum 15mar022.a05	2011-03-11 12:22:06
March 15 <sup>th</sup> 2011	022	The addendum changed the start date to April 18. The topeka shiner requirement means you have less than a month to remove the bridge, dig the water around,dewater and pour 400 yards of concrete in the river bottom all before May 15. Will working days be shut off from May 15 to July 31 so the contractor can complete the work in the fall?	Please see Addendum 15mar022.a05	2011-03-11 12:22:37
March 15 <sup>th</sup> 2011	022	Please clarify the intent for removal of the existing 30" x 65' concrete pipe at STA 408+83.10. Is the removal and disposal of this pipe intended to be incidental to furnishing and placing the 65" x 40" x 80' concrete arch pipe shown as going in at the same location?	Yes.	2011-03-14 10:00:00
March 15 <sup>th</sup> 2011	024	I assume you do not intend to have this many flaggers on the project?	Please see Addendum015mar024.a01	2011-03-10 19:04:57
March 15 <sup>th</sup> 2011	081	Each of the 3 sets of plans for this project include in the PCC option a note about maintaining local access to residents---please specify what type of access the residents expect/have been promised---thank you	This note in to make aware that the shoulder must remain clear of any large obstacles so that any land owner living along the construction routes will have access to and from their homes on a daily basis.	2011-03-10 19:00:38
March 15 <sup>th</sup> 2011	101	Estimate reference on sheet 2 for item 8 granular shoulders states measurement and payment is to be by the ton---the quantity in the plans and on the proposal appears to be a typo from the next item for earth shoulder finish since it is by the station and the quantity is the same---by the ton is always better---please review--thanks	Please refer to ADDENDUM.15MAR101.A03.	2011-03-10 09:26:41
March 15 <sup>th</sup> 2011	101	General note 8 on sheet 2 of the plans asks for transverse grooving--can this be modified to allow longitudinal grooving?	Please refer to ADDENDUM.15MAR101.A03.	2011-03-10 09:26:15



March 15 <sup>th</sup> 2011	101	Contract item 70 is for granular subbase--I cannot find any in the typical or in the estimate reference--it must be the material under the turn lanes---the typical call it special backfill--it appears to be of a non-uniform depth also---please clarify material type and a volume or depths at each end of the section so a volume can be quantified for it---(by the ton is always better)--thanks	Please refer to ADDENDUM.15MAR101.A03.	2011-03-10 09:25:51
March 15 <sup>th</sup> 2011	101	Item 8 on the plans states that the method of measurement will be per ton, but the bid item is on a per station unit, Which one is correct?	Please refer to ADDENDUM.15MAR101.A03.	2011-03-10 09:25:19
March 15 <sup>th</sup> 2011	101	Plans are not clear on the depth of the granular shoulders, is it 4"?	Yes, 4" shoulders.	2011-03-11 15:44:08
March 15 <sup>th</sup> 2011	101	Will any scarification of be required under the surface preparation bid item (ie, trim high spots)? Please refer to 2310.03B	No scarification will be required under surface preparation bid item (i.e., trimming of high spots). Surface Preparation bid item is for the surface cleaning ( 2310.03C3b).	2011-03-11 15:17:35
March 15 <sup>th</sup> 2011	101	Shouldn't Item #0080- Granular shoulder type B, as per Plan and Item #0090-Shoulder finishing, Earth be doubled to 209.28 stations instead of 104.64? The project is 105.05 stations long. We are shouldering and finishing the right and the left sides. Thank you	Please refer to ADDENDUM.15MAR101.A04.	2011-03-14 10:38:40
March 15 <sup>th</sup> 2011	106	Item No. #60 - Granular Subbase, sheets D.1, D.2, and B.1 do not define or explain where the item "Granular Subbase" would be placed, would you define or explain the intended use of granular subbase on this project?	The Granular Subbase item is to be 8 inches in depth and extend 3 feet beyond the edge of pavement, as shown on sheet B.1.	2011-03-14 12:24:52
March 15 <sup>th</sup> 2011	108	The estimate reference information for Item 0010-Class 10 states that the removal of driveway culverts and flared end sections as noted on plans is incidental to this item. Should bid items be added to pay for this incidental work?	Please refer to Standard Specification 2102.04, B."B. Removal of pipe culverts that are not encased in concrete are incidental to excavation and will not be measured or paid for."	2011-02-22 10:29:07
March 15 <sup>th</sup> 2011	108	Please review the plans. It appears that an earth shoulder finish item should be added.	An earth shoulder fill bid item is not needed. Sheet C.02, General Notes: Topsoiling, turf reinforcement mat, and permanent seeding will be performed by City.	2011-02-25 15:38:09

March 15 <sup>th</sup> 2011	111	Working on takeoff quantities, I am having trouble getting the SY quantities and the CY Quantities to match? Is the 8in Paving portions Quatified with the overlaying quantities or the Variable Thickness quantities? On my takeoffs I have large over and under runs of the SY and CY.	The SY quantities should be accurate, the CY quantities have an overrun factor of 12% built into them for wheel rutting. The 8" quantities are included in the variable quantity calculations and also have a 12% overrun factor. Based on past projects that was the average overrun for those CY items.	2011-02-25 15:40:58
March 15 <sup>th</sup> 2011	111	Working on takeoff quantities, the quantities do not work out to have a 12% extra? On L-LPPCC-4--73-98 I am finding 127% of plan quantities and would have to have 10" thick concrete for the Variable depth, and a 1000SY short compared to the plans on the 4" overlay. On the Variable depth portions of all the other projects I am having to have negative yields to obtain plans quantities. Also coming up with a large overrun on the SY for the overlay on FM-C098(59)-55-98 compared to plan quantities. Please review.	Please see Addendum 15mar111.a02	2011-03-10 19:05:47
March 15 <sup>th</sup> 2011	111	I am having trouble matching the typical of Worth 01, 3, and 10 with stationing. It seems there is some contradictory information in regards to the 8" stationing lengths and requirements of the intersections. Please review.	Typical 01 applies to bridges and Typical 3 applies to intersection locations. One Intersection location didn't get noted in the typical 10. At this point, bid the quantities on the plans.	2011-03-11 12:25:34
March 15 <sup>th</sup> 2011	155	Looking at the typical on sheet B.1 it shows the existing shoulder as HMA. Regarding the subdrain installation, are we to assume the porous will be brought to the top of the existing HMA and then paved over? There is no reference or notes for the type of installation if it is to be capped.	Since the longitudinal subdrain is adjacent to PCC, this is a type 7A installation. Please refer to RF-19C, type 7A for the fill requirements.	2011-03-14 10:44:26
March 15 <sup>th</sup> 2011	155	The reference information for bid items #650 and 660 (3 Mil Inter Surf)says to see typicals in B-sheets for locations and information. These items don't appear to be referenced anywhere in the B-Sheets.	Please refer to ADDENDUM.15MAR155.A01.	2011-03-10 09:29:26

March 15 <sup>th</sup> 2011	155	Looking over the quantities and reviewing the notes for Items 550 and 640 I have a couple questions. 1) In the past the quantity for the 6' side has been included with the tonnage with the mainline quantities since you can pave it with the mainline - why broke out into paved shoulder now? Are we to pave both shoulder separately now? 2)The RT SHLDR tab indicates base mix which is a bid item, but appears to be in paved shoulder quantity - which to use? 3)paved shoulder is usually a 1M Esal with PG 58-28 in the intension to use PG 70-22 and PG 64-22 as the oil in the shoulder if they are to be paved separate?	Please refer to ADDENDUM.15MAR155.A01.	2011-03-10 09:28:37
March 15 <sup>th</sup> 2011	155	The quantity for Bid Item #620 (Pavt. Scarification) is way too high. It appears that Tab #102-5 is incorrect, the majority of the existing mainline pavement on this project is PCC with a couple short HMA spot overlay sections. Please review this bid item quantity.	Please refer to ADDENDUM.15MAR155.A01.	2011-03-10 09:28:04
March 15 <sup>th</sup> 2011	155	It appears that Item #550 (HMA Paved Shoulder) has already been tabulated in the HMA 1 Mil Base item (#640) and the HMA 30 Mil Inter and Surf Items (#670 and 680). Should item #550 be deleted?	Please refer to ADDENDUM.15MAR155.A01.	2011-03-10 09:27:23
March 15 <sup>th</sup> 2011	155	Item #530 - in the refrence notes makes refrence to a C sheet but does not include any tab number - please inform where this is located - any chance you can give breakdown of this item?	Please refer to ADDENDUM.15MAR155.A01.	2011-03-10 09:35:33
March 15 <sup>th</sup> 2011	155	It appears the SY's for pavement scarification are off. Please check.	Please refer to ADDENDUM.15MAR155.A01.	2011-03-10 09:30:06
March 15 <sup>th</sup> 2011	155	It appears the Pavement Removal item is too high tab 110-1 only shows 9853 SY. It appears to be in the crossover removals.	Please refer to ADDENDUM.15MAR155.A01.	2011-03-10 09:36:07
March 15 <sup>th</sup> 2011	155	What is the replacement depth of the patches for bid items 0570 and 0580?	Please refer to ADDENDUM.15MAR155.A01.	2011-03-10 09:36:43

March 15 <sup>th</sup> 2011	155	Looking at sheet C.2 (estimate reference information) under item #32 (remove and reinstall crossover barricades). Need some clarification because it references barral arrays. If this is the case; it looks like it is paid for by LF under basis of payment! Usually barral arrays are paid per each? Please advise	Please refer to ADDENDUM.15MAR155.A02.	2011-03-14 10:22:57
March 15 <sup>th</sup> 2011	155	Even after addendum it still appears like item 0550 and 0640 cover the same area basically doubling the quantity. Is this the case?	Please refer to ADDENDUM.15MAR155.A02.	2011-03-14 10:39:11
March 15 <sup>th</sup> 2011	155	In addendum #1 - it states the AC for the HMA shoulder (1M ESAL, B) is PG 64-20 is this correct. It is also the same on BO 160.	That is a typo, it should state 'PG 64-22'. The same for Bid Order 160.	2011-03-11 11:21:48
March 15 <sup>th</sup> 2011	155	I do not think the answer to the Class 13 is correct. IF you back out the CY on Typical SHLD1 and SHLD2 then the CY/ton only allows for about 6" of removal. The existing HMA Shoulder should be Pavement Removal if the intent is for the existing Shoulders to be removed - which I believe is the intent. Please look at these quantities again.	If more class 13 is needed, it will be added by an extra work order.	2011-03-14 14:23:39
March 15 <sup>th</sup> 2011	157	Please review construction requirements for bid items 0050 and 0060.#6 tie bars? Where? Longitudinal and transverse? What spacing?	Standard Road Plan RR-4 shows the bar location and spacing.	2011-03-08 17:06:14
March 15 <sup>th</sup> 2011	158	Please review the bid item for the patching. The spec referenced is for finishing patching and the proposal item is for repair. Will these patches be concrete or asphalt? Thanks.	The patches will be asphalt.	2011-03-14 10:48:47

March 15 <sup>th</sup> 2011	160	Question relates to proposal item 710--12" PCC on I-29--plan details are in the (60) set of plans---item 20--est ref indicates several tabs and typicals and U sheets---I am having trouble following what this item is made up of--the estimate reference indicates 4 sites---it says that the pavement is to be double reinforced also--is that just the 26' driving lanes or are the full depth shoulders to be get this treatment also?--additionally is the Fulsom Creek site the only double reinforced site or are all 4 sites to be dbl reinforced? Tab 100-24 only has a quantity for Fulsom Culvert, it doesn't have a heading on the column the quantity appears in, and it looks like the quantity of shoulder isn't included--I don't see a separate quantity for 12" full depth shoulder---the typical on sheet B2 is for the Fulsom Culvert location--is it the same geometry for the other 3 areas?---the quantity of 3476 square yards needs to be reviewed and clarified please--thanks	Please refer to ADDENDUM.15MAR160.A01.	2011-03-14 10:41:21
March 15 <sup>th</sup> 2011	160	Please review the patching quantities for IMX-029-2(60)32- -02-65. In the proposal, the quantities for full depth repair and full depth finish are exactly the same. In the plans, the patching tabulations shows quantities for only one of those items and does not classify them as either repair or finish. Please review	Please refer to ADDENDUM.15MAR160.A01.	2011-03-14 10:41:59
March 15 <sup>th</sup> 2011	160	The Item #950 does not look like it includes Pavement removal for the shoulder on the Ramps. Does that mean there is not any shoulder removal prior to new shoulder installation?	This work was included in the class 13 bid item.	2011-03-11 12:33:17
March 15 <sup>th</sup> 2011	160	Why is Item #210 not the same material as the rest of the road. Why do you spec different oil for just this section of the road, Item #220? Are these quantities in the IMX-029-2(60)32--02-65 quantities?	Please refer to ADDENDUM.15MAR160.A02.	2011-03-14 10:20:52

March 15 <sup>th</sup> 2011	160	For the borrow and embankment in place items for the (60) project will we be able to take borrow and embankment material from the borrow sites for the (81)/(71)/(4) projects? If we cannot get material from these borrow sites will we be able to use soil from a contractor provided borrow in the Loess Hills? We have been told that we could not do that in the past. Thank you.	The (60) Contractor must base their bid on embankment-in-place from a Contractor provided borrow. Not the (81)(71)(4) borrow.Mills County zoning regulations do not allow excavation in the Loess Hills. Bidders should contact Mills County for futher information.	2011-03-10 15:12:16
March 15 <sup>th</sup> 2011	160	More information is needed for intent of bid item #0710. Please review.	This information was included in ADDENDUM.15MAR160.A01: "Item is for PCC pavement located at the Fulsom Lake Outflow culvert. PCC pavement is to be double reinforced concrete. Refer to B-sheets and Road Standard RR-23 for additional information."	2011-03-11 08:39:30
March 15 <sup>th</sup> 2011	160	Item 1060 (TBR)shows a quantity of 2539 LF, tab 108-33 on sheet C.9 shows 200 LF. Which one is correct?	Please refer to ADDENDUM.15MAR160.A02.	2011-03-14 10:21:27
March 15 <sup>th</sup> 2011	160	I see a tabulation for bridge end drains on sheet C.7 for the (81) project. Is there a bid item for this?	This work will be handled by extra work order.	2011-03-11 12:14:28
March 15 <sup>th</sup> 2011	161	Could the CL-10 Excavation be further clarified? The bid quantity is 12,900 cy. The Estimate Reference Info states there is 9150 cy of contractor borrow required and 4670 of on-site cut. These 2 quantities add to 13820. Also, there is no mention if shrink is included in contractor borrow.	The total is 12,900 CY which includes 9150 borrow. Shrinkage considered is 30%.The benching excavation is a portion of the total CY and will not add up to 12,900 when added to the borrow quantity. The benching excavation quantity provided is from station from 28+00, Rt to 44+60, Rt. The cut quantity for the bench cut = 3590 CY The bench quantity provided in Estimate Reference Information is the fill required to be placed back in the benched area. Shrinkage is considered for this area also. This is 3590 CY x 1.3 (shrinkage of 30%) = 4670 CY.	2011-03-10 14:41:39
March 15 <sup>th</sup> 2011	161	On page C.03, regarding the subdrain tabulation. Note #2 refers you to plan sheet C.29. I am not able to find this sheet.	See addendum 15mar161.a01.	2011-03-14 12:33:11
March 15 <sup>th</sup> 2011	161	Item 0040 Granular Subbase bid quantity is 7,858 sy. The Estimate Reference Notes for item 4 total 10,078 sy. Because there are 3 different thickness', this quantity discrepancy needs to be clarified.	See addendum 15mar161.a01.	2011-03-14 12:31:29



March 15 <sup>th</sup> 2011	161	On sheet C.02 Item 24 refers to "per standard specifications". Where does this 6" PVC non-perf subdrain go and where is it tabbed?	See sheet M.09, Note 7 which describes the 6" PVC installation.	2011-03-10 14:43:10
March 15 <sup>th</sup> 2011	161	Please review bit items 0560 and 0570. Should they be repair patches instead of finish patches?	The finish patches were specified because they call for high early strength concrete which would allow for early opening to traffic. The location of the project is in an area where it would be advantageous to stage construction to allow traffic back onto the street as soon as possible.	2011-03-14 09:36:13
March 15 <sup>th</sup> 2011	161	I count 6 each of the SW-507, bid shows 1. Also, I count 1 each of the SW-545, bid shows 11 each.	See addendum 15mar161.a01	2011-03-14 10:19:28
March 15 <sup>th</sup> 2011	201	Please review the approx dowels each column in the patching tabulation. For example, how does a 4' long by 5' wide patch take 12 dowels. Thank you.	The column is APPROX., it is just an estimate.	2011-03-10 18:59:01
March 15 <sup>th</sup> 2011	201	Existing Pavement thickness ?	See ADDENDUM.15MAR201.A01	2011-03-10 18:59:45
March 15 <sup>th</sup> 2011	303	Item No. 3 calls for a 3/8" material meeting spec. 4125, this would be a washed material, this is being placed at a depth of 1-1/2". Is this the correct product for a bike trail?	Please refer to ADDENDUM.15MAR303.A01.	2011-03-10 19:01:29
February 15 <sup>th</sup> 2011	001	On Item 3 Full Depth Repair Patch 16 s.y. What type of material is going back in the patch area it doesn't state it any where in the plans that i can see?	Standard Specification 2529, which is referenced by Standard Specification 2212, states that the patch will be consistent with the existing pavement. Refer to EP-1 on sheet C.03.	2011-02-04 10:07:16
February 15 <sup>th</sup> 2011	001	Will a railroad data sheet be provided to give an indication of the amount of rail traffic at this site?	Please refer to ADDENDUM 15FEB001.A01	2011-02-09 18:44:48
February 15 <sup>th</sup> 2011	001	The project includes painting of structural steel. The general notes include say that containment and disposal of waste will be in accordance with the specifications and that all costs associated with this will be included in the contract price bid for the "Containment" item. It appears the containment bid item has been omitted from the proposal. Should a containment bid item be added to the proposal?	Please refer to ADDENDUM 15FEB001.A01	2011-02-09 18:44:08

February 15 <sup>th</sup> 2011	001	2450 CY of borrow is being added to the foreslopes on all four corners of the bridge for the new guardrail installation. Tab. 232-3A says that following the completion of the work, the disturbed areas are to be seeded, fertilized, and mulched and that this work is to be incidental to mobilization. With this amount of new grading and borrow being placed on the project, should seeding and mulching bid items be added to the proposal to cover this work rather than hiding it in the mobilization?	The amount of area that is disturbed for the embankment in place is relatively small because of the height of the fill slope. Also, by leaving as incidental and placing the restriction on the contractor that all disturbed areas need to be seeded, fertilized and mulched, we will get a smaller disturbed area. We would propose to leave the standard DOT note as written and keep the seeding, mulching and fertilizing as an incidental item to the mobilization as is currently in the plans as stated in Standard Note 232-3A.	2011-02-09 18:48:58
February 15 <sup>th</sup> 2011	002	Can D.S. Brown Material be used on this project for Steel Extrusion W/Neop. joints?	D. S. Brown material cannot be used on this project.	2011-02-10 10:01:10
February 15 <sup>th</sup> 2011	004	Can D.S. Brown material be used on this project for the Steel Extrusion W/Neop. joints?	Please refer to ADDENDUM.15FEB004.A01.	2011-02-10 10:00:44
February 15 <sup>th</sup> 2011	004	The General Notes include cleaning and sealing the existing concrete barrier rails, and including this work as part of the 26.4 CY of structural concrete. Blasting, cleaning, and sealing 1400 LF of existing barrier rail in two separate stages seems like a lot of "incidental" work to include with the structural concrete. Should a SF bid item be added for this barrier rail blasting, cleaning, and sealing?	No, please bid as detailed in the contract documents.	2011-02-11 09:41:50
February 15 <sup>th</sup> 2011	005	Sheet 5 of 8 is appears to be lacking connection details for the individual memebrrs. Please provide connection details for C channel, 1/2" plate, L4x3 angle, W shape waler, anchor bolts, etc...to each other and to the sheeting.	Sheet 5 of 8 it shows an Abutment Layout Detail Drawing which references C15x33.9x30' – B1 FCAW – 3(Typ.), C15x33.9x26' – A1 FCAW – 3(Typ.) Field, Cut and Weld to all H Piles, this is shown on sheet 8 of 8. A reference note probably should have been placed at the detail drawing of Section A – A / Elevation at Back wall detailing this . On this type of bridge ALL Connections are Field Welded to connect the 1/2" plate , L4x3 angle , W shape waler and sheet piling etc.	2011-02-09 12:33:27

February 15 <sup>th</sup> 2011	006	Standard 8207 for project (23) states stockpiling of TBR at IDOT facilities, this is not referenced anywhere else on the documents or plans. Please clarify if IDOT is to retain possession of TBR and Crash Cushions at the end of the project.	Typical 8207 is included in the plans for storage between the stages of construction. The TBR shall remain property of the contractor as stated in the Standard Specifications: 2528.05 BASIS OF PAYMENT. Payment will be at the contract unit price as described below. When the Engineer requires recleaning of reflectorized surfaces of traffic control devices, payment will be made as extra work according to Article 1109.03, B. All traffic control devices furnished by the Contractor remain the Contractor's property at the completion of the work and are to be removed from the site when no longer needed.	2011-02-10 09:59:48
February 15 <sup>th</sup> 2011	007	bid item 2536-6745045 removal of asbestos. What is the location of this material on the bridges?	Please refer to sheet number 3, REMOVAL NOTES: "Laboratory analysis identified asbestos in the joint sealant at the ends of the concrete railings on the north side of the bridges."	2011-02-04 09:32:50
February 15 <sup>th</sup> 2011	007	I do not see any notes in regards to who is responsible for construction survey. Can a bid item be added for it?	The Iowa Department of Transportation will be doing the survey on this project, therefore there was no bid item for construction survey.	2011-02-09 18:50:00
February 15 <sup>th</sup> 2011	008	On Bid Orders 008, 009, 010, 015, and 163 they all have listed that they are Federal Aid funded projects but do not have Predetermined wages in effect? Is this correct and if so what excludes them from Davis Bacon Rates	Here is a link which explains when Davis_Bacon wages are assigned to a project. <a href="http://www.fhwa.dot.gov/construction/contracts/080625.cfm">http://www.fhwa.dot.gov/construction/contracts/080625.cfm</a>	2011-02-08 13:58:22
February 15 <sup>th</sup> 2011	009	With fuel prices projected to increase dramatically over the next couple months, will there be any fuel allowance increases on this project or call order 010? I remember that there used to be a spec regarding this for dirt contractors a few years back.	Fuel Adjustment is addressed in the Specifications in Article 2120 and would also be indicated in the contract documents. It is NOT indicated in either of these contracts.	2011-02-10 15:58:14
February 15 <sup>th</sup> 2011	014	I missed the prebid meeting. Would it be possible to post the minutes?	Yes, the minutes will be part of an addendum for this project.	2011-02-02 12:04:47
February 15 <sup>th</sup> 2011	014	We know the CSL testing will be required for the drilled shafts on this project. With only 9 working days allowed for the drilled shafts, subsequent shafts will have to be started prior to the completion of the CSL testing on the first shaft. Will the requirement of 2433.03.J.8 be waived?	No – the drilled shafts are in site 1 which is not on the critical closure site. CSL testing will not have to be on the critical path.	2011-02-10 09:58:30

February 15 <sup>th</sup> 2011	014	item #380 Modified Subbase is shown for under paved shoulders in reference's. The total of 253.0 CY seems high for only 6" depth. 7156 typical on page B.2 shows quantity needed as CY, with quantities correct if by the ton. Can you please review.	Item #380 reflects quantity under the paved shoulder (Typcial 7156) and under the precast bridge approach (Tabulation 112-6). The quantities shown as CY in Typical 7156 are correct.	2011-02-10 09:57:05
February 15 <sup>th</sup> 2011	014	Will the contractor be allowed to begin mobilization, clearing, access and preparatory work prior to the start of Site Number 01 work?	Article 1108.02.C.2. Approximate Start Date. It is expected the site will be available by the Approximate Start Date. If it appears the site will not be available by the Approximate Start Date, the Engineer will inform the Contractor of the delay and if possible the duration of the delay. The Contractor may commence work, weather and specifications permitting, any time after execution of the contract and on or after the Approximate Start Date provided the site has become available. If work is started under these conditions, working days will be charged. Starting work before the Approximate Start Date and before the site is available, will be considered only after the Contractor has submitted a signed waiver of any right to claim extra compensation for damages due to delays from any cause related to early commencement. If approved, working days will not be charged when working prior to the date of site availability. If the Contractor is working on the project when the site becomes available, working days will be first charged on the following day.	2011-02-10 10:05:39
February 15 <sup>th</sup> 2011	014	Will the contractor be allowed to suspend work upon completion of a specific site without triggering the start of the next site work schedule?	It depends on the start date of the next intermediate site.	2011-02-10 10:13:41
February 15 <sup>th</sup> 2011	014	On sheet 9 of the plans in the demolition notes, it states that analysis was performed and chromium and lead were found on the bridge. It further states "that the bidder shall not rely on the Departments findings ...". Also that the "cost of this work shall be incidental...". Since this is a concrete girder bridge, where was the chromium and lead found?	The scrape sample was taken at the abutment bearing.	2011-02-10 09:55:11
February 15 <sup>th</sup> 2011	014	Bid item 340 "Locating Tile Lines" is measured by the STA. Shouldn't this be done by the Each? Is the intent to expose the entire tile line?	Please refer to section 2102.03,H,3 of the Standard Specifications for details.	2011-02-10 09:55:44

February 15 <sup>th</sup> 2011	014	At the pre-bid meeting I remember it being mentioned that the UHPC for the closure joints must be placed in one continuous pour and retarded so that the entire floor is placed prior to it starting to set. I do not see this requirement in the plans or specifications. There will be a great time savings to do these closure pours in stages. Is that acceptable? If not, I don't see how the project can be completed in 14 days when you can't backfill and begin the approach and roadway work until after the bridge is in place and cured out.	It is possible to cast the UHPC closure pours in a single operation. The transverse continuity joints are the most critical and should be cast first, followed by the longitudinal joints between adjacent modules. Contractor should submit a sequence of operations that demonstrates how the UHPC placement will be performed.	2011-02-11 12:58:44
February 15 <sup>th</sup> 2011	014	SP's for both Approach slabs precast substructure state compliance with IM445 for the precast plant. The precast products on this project are not covered by the five or six subcategories of IM445. If a precast plant is already approved/ listed on one or two of the subcategories, is that sufficient?	See ADDENDUM.15FEB014.A03.	2011-02-11 13:20:26
February 15 <sup>th</sup> 2011	014	SP-090109.03.B.7. Why do the approach slabs have a top finish requirement during plant fabrication? Won't these panels be diamond ground after site installation along with the bridge deck?	The grinding is for profile correction, so there may be areas that won't receive grinding. The top finish requirement as described in SP-0090109 will be utilized.	2011-02-11 12:55:59
February 15 <sup>th</sup> 2011	014	SP-090110 – Is there a material requirement for the Styrofoam voids to be cast into the pier caps? The SP simply states “Styrofoam blockouts” in 090110.01.A.4. We have a source we use on non-DOT projects that can provide this material.	Please refer to ADDENDUM.15FEB014.A03.	2011-02-11 13:21:04
February 15 <sup>th</sup> 2011	014	Since there is barrier rail on abutment wings and spanning over the CF joint slipping the barrier rail on-site once the deck is in place looks to be the best option. What mix is acceptable ?	The concrete barrier on the pre-cast deck shall be pre-cast.	2011-02-11 13:01:26
February 15 <sup>th</sup> 2011	014	SP's for both Approach slabs precast substructure state a Professional Engineer's seal is required for the shop drawings of the different elements. Please clarify intent as normally shop drawings do not require a PE seal.	The intent is to have a Professional Engineer sign for the shop drawings.	2011-02-11 12:52:32
February 15 <sup>th</sup> 2011	014	P/C Pier Cap - Please provide dimension from end of cap to start of void location. Design sht 19 of 41 appears to show void starting at 6' but dimension line is not labeled.	Yes, the 6' dimension denotes the outer limits of the “VOID” location (or “Styrofoam blockout”). Sheet 19 adequately details the size of the void in the cap.	2011-02-11 13:26:17

February 15 <sup>th</sup> 2011	014	SP's for Approach slab Precast Substructure - Please provide additional definition pertaining to extent of continuous 7 day wet cure.	The intent is for a 7 day wet cure. A method such as the one in article 2412.03, E of the standard specifications would be adequate. Other methods may be approved as well, with special consideration given to methods that do not mar the surface finish of the precast concrete approach slab element. An alternate method such as steam curing would be required until the element reaches the specified 28 day strength.	2011-02-14 10:07:37
February 15 <sup>th</sup> 2011	014	Please provide clarification on acceptable material types for lifting and handling of approach slabs precast substructure items (ex: Are strand lift loops acceptable/ acceptable to use exposed rebar/ galv embed required/ all must be recessed).	See the plan notes on sheet 3 column 1 near the bottom titled lifting anchors. The recess and galvanizing is covered there.	2011-02-11 12:12:43
February 15 <sup>th</sup> 2011	014	Will bent bar details be provided for precast column and pier cap?	Please refer to sheet number 19 for bent bar details.	2011-02-11 12:53:20
February 15 <sup>th</sup> 2011	014	DOT Response: "The intent is to have a Professional Engineer sign for the shop drawings." From what context does the DOT expect a PE to review and sign off on the shop drawings? Do you expect the PE to re-run all design calculations and compare results to those detailed in the bid drawings as detailed by HNTB? I doubt a PE will seal a shop drawing without thorough knowledge of the project. Please be more specific with this requirement.	The contractor is not responsible for providing the PE seal for the design of the precast elements, but is responsible for the PE seal on the lifting anchor and handling design for the precast elements, which will need to be indicated on the shop drawings. See SP-090110, Article 090110.01C2 for further information, specifically the five bullet points.	2011-02-11 16:59:12
February 15 <sup>th</sup> 2011	015	Is Class D Rip Rap suitable below the pile caps as long as there is a minimum of 3 feet of Class E Rip Rap covering the Class D Rip Rap below?	Yes, This is acceptable.	2011-02-09 12:30:39
February 15 <sup>th</sup> 2011	015	Pages V.40 and V.52 are these junction boxes and conduits embedded in the deck? If so do they face up or down? I feel the junction boxes 6x6x4 are not large enough to have 3 RM-40 connectors fit. The L-1 connectors may also have to be located in the junction box depending on fixture manufacturer. Please check quantities of RM-40 connectors on V.52 they appear to only have L-1s and not Y-3s found detailed on page V.40. Is additional information for the #6 and #8 quantities on V.52 available? they are not adding up for me. Thank You	Please see ADDENDUM 15FEB015.A02	2011-02-14 10:55:16



February 15 <sup>th</sup> 2011	015	Are the suspended precast floor beams designed capable of supporting the PPC beams on span until the beams are set on the next span? Also is there a water elevation at which working days will be suspended?	Yes, the floor beams are designed to support the PPC beams. A water elevation is not used to determine suspension of working days. Working days will be determined based on controlling operation and the ability to work on that operation.	2011-02-14 10:41:58
February 15 <sup>th</sup> 2011	015	Would it be allowed to build work pads for the pier pile caps of clay or sand as long as they were capped with 3 feet of classE rip-rap after completion of the pile caps?	It is permissible to build pads as suggested below as long as the Class E is applied as indicated in the plans.	2011-02-14 11:43:23
February 15 <sup>th</sup> 2011	015	Is construction survey provided by the owner?	Yes, the survey will be provided by owner and according to DOT specs.	2011-02-14 11:43:56
February 15 <sup>th</sup> 2011	015	Can you provide a location for Item Number 2502-2308100 TRENCH DRAIN?	Under Review	2011-02-14 14:09:52
February 15 <sup>th</sup> 2011	016	Is the dirt quantity for the earth shoulders included in the CL 10 Roadway Borrow quantity? If not, what is the cubic yard quantity of dirt required for the earth shoulders?	The earth quantity for shoulder construction is not included in CL 10 Roadway Borrow as the quantity is paid per item 2123-7450000, SHLD CONSTRUCTION, EARTH. The quantity would have to be estimated from the plan because no number is currently in the contract documents.	2011-02-11 17:26:13
February 15 <sup>th</sup> 2011	016	Should there be a bid item and quantity for longitudinal subdrain?	Longitudinal subdrains are not required.	2011-02-11 18:49:53
February 15 <sup>th</sup> 2011	016	In response to a previous question regarding longitudinal subdrain you indicated that none was required. However, plan sheet B.2 shows subdrain. Is it required and if so, what is the size and quantity and what items might be incidental to it (e.g. excavation, porous backfill, HMA cap)?	There is no bid item for longitudinal subdrain. If needed the subdrain will be added by an extra work order.	2011-02-14 11:46:54
February 15 <sup>th</sup> 2011	017	What wall thickness is required on the 16"OD Steel Pipe Pile and/or is the alternate for A-252 Gr.3 (.219") allowed?	The 16" OD Steel Pipe Pile are to be Grade 2, 0.23" thick. Typically we will actually receive 0.25 inch walls, which are more common. We of course have allowed this.	2011-02-11 18:52:00
February 15 <sup>th</sup> 2011	017	Are the 18" CMP ent pipe shown on sheet 4 incidental?	See ADDENDUM15FEB017.A01	2011-02-11 18:53:25

February 15 <sup>th</sup> 2011	101	The estimate reference information for Item 110-9" PCCP states that smoothness specification 2316 applies but incentives will not be paid. This application of the IDOT smoothness specification has not been allowed in the past. Please review and advise.	See addendum.15feb101.a01	2011-02-14 11:58:35
February 15 <sup>th</sup> 2011	101	I would clarify on the storm sewer Items 29-33. I found that the minimum bedding requirements were R-1, Class II material. Should the rest of the backfill be suitable native material since no granular backfill item or drainable backfill item is present?(Class II Native???) Also should there be items for the adjustments of the existing sanitary manholes per Table CD-1? Thank you.	Yes, suitable native material is acceptable. See addendum.15feb101.a02.	2011-02-14 11:56:03
February 15 <sup>th</sup> 2011	101	Tab CD-1 lists minor and major manhole adjustments. Am I missing something? How are these adjustments paid for? Thanks	Please see ADDENDUM 15FEB101.A02	2011-02-14 11:50:03
February 15 <sup>th</sup> 2011	101	Tab 104-5B lists I-206A as a SW512 and I-803 as a special intake. I don't see where they are paid for. Thanks	Please see ADDENDUM 15FEB101.A03	2011-02-14 11:50:51
February 15 <sup>th</sup> 2011	101	What is the thickness of HMA Paved Driveway?	It is 6" HMA as described in the estimate reference information.	2011-02-10 09:46:47
February 15 <sup>th</sup> 2011	101	Item #240 has 5 each SW-541. I can only locate three, where are the other two?	The I-13 and I-14 include SW-541. SW-542 is just the extension unit.	2011-02-14 11:49:11
February 15 <sup>th</sup> 2011	101	Are chimney seals required for the SW-403's.	No, the city does not place chimney seals on Storm Sewer Manholes.	2011-02-11 17:09:02

February 15 <sup>th</sup> 2011	105	This project is a reinforced urban section mostly 45 feet wide that the J sheets indicate is to be built with traffic head to head next to the other side being constructed. Can we remove further than the 1' indicated in the notes on J.01 to have a padline ? Is the crossslope always 2% from centerline to either edge ? (if so it would be easier to not have a stringline at the center during paving) The J sheets also indicate we can use flaggers to restrict traffic during trimming and paving operations to allow the use of the inside lane next to construction for trucks, string, etc. Can string etc be left up overnight ?	Q. This project is a reinforced urban section mostly 45 feet wide that the J sheets indicate is to be built with traffic head to head next to the other side being constructed. Can we remove further than the 1' indicated in the notes on J.01 to have a padline ? Ans. No, we need to maintain 10 feet width driving lanes for head to head traffic; adding 0.5 foot off-side curb and 1 foot for lane designation cones totals 21.5 feet. Since half-width is 22.5 feet there is only a foot to spare to maintain two way traffic. The project will be posted with a 15 mph speed limit. Q. Is the crossslope always 2% from centerline to either edge ? Ans. The crossslope is 2% as indicated by the applicable stationing on the typical section on Sheet B.03, EXCEPT the transition noted on Sheet W.12 to tie into the existing paving which is not a uniform 2% crown at the EOP on Washington.Q. (if so it would be easier to not have a stringline at the center during paving)Ans. We have not specified that a stringline has to be used at centerline. Q. The J sheets also indicate we can use flaggers to restrict traffic during trimming and paving operations to allow the use of the inside lane next to construction for trucks, string, etc. Can string etc be left up overnight ?Ans. If a string doesn't impair two way traffic, is marked by cones, etc. to alert drivers to the presence of the string and you accept responsibility to verify the string is undisturbed/accurate from day to day; it could be left in-place.	2011-02-10 09:49:10
February 15 <sup>th</sup> 2011	105	Pay item 50 is for earth shoulder finishing and is tabbed to only show the rural section--shouldn't this item be measured and paid for the entire job?	The area back of curb is not defined as shoulder. The shoulder finishing item does apply only to the rural section finishing with gravel shoulders. The quantity of backfill for the back of curb is included in the Excavation Class 10 Roadway and Borrow item and the finishing is in the Topsoil, Strip, Salvage and Spread item.	2011-02-10 09:50:47
February 15 <sup>th</sup> 2011	105	L sheets show longitudinal C joints, are they to be sealed.	Yes the joints are to be sealed.	2011-02-11 17:13:04
February 15 <sup>th</sup> 2011	105	Item 20 calls for engineering fabric to be placed under the new 7 inch pcc surface. Shouldn't this be placed under the granular subbase?	Yes, the fabric goes under the granular sub-base, but only required under the area of the paving slab; not under the extension of the sub-base outside the curbs.	2011-02-14 13:34:50

February 15 <sup>th</sup> 2011	106	Under what item or items do we get paid for the construction of the bridge abutments?	This is being paid for under bid item #19 2429-0000100 PRE-ENGINEERED STEEL TRUSS TRAIL BRIDGE Per Specification Book 2429.05 BASIS OF PAYMENT. A. Payment for each Pre-engineered Steel Truss Recreational Trail Bridge furnished and erected will be the contract unit price. B. Payment is full compensation for: Designing, manufacturing, delivering, erecting, and assembling the unit complete as shown in the contract documents, and All foundations, footings, abutments, piers, pier caps, bearing plates, pads, bolts, anchor bolts, grouting, decking, railing, and any other materials, labor, and equipment necessary to complete the bridge in place.	2011-02-09 12:29:45
February 15 <sup>th</sup> 2011	107	Addendum 15feb107.a01 deleted the requirement for Davis-Bacon wages. It appears that the 2.5% DBE goal is still in-place. The project is a small bike path project and most of the items could be self performed by the prime contractor. Since federal wages no longer apply has there been any consideration to removing the DBE requirement?	Please see ADDENDUM 15FEB107.A02	2011-02-10 09:38:41
February 15 <sup>th</sup> 2011	109	Please review Item 260-FlyAsh Delivered. The plan quantity is 780 tons and the special provision states that 18% by volume should be attained. On plan sheet C.05, plate 103-3, the quantity is 140.4 tons and the fly ash is to incorporated at 18% by weight.	Please refer to ADDENDUM.15FEB109.A01.	2011-02-09 18:47:03
February 15 <sup>th</sup> 2011	109	On Sheet J.01 it states that "the contractor is responsible for coordinating mail delivery to affected properties with the U.S. Postal service. It is anticipated that mail delivery will be accomplished via gang box delivery." Should this work incidental or should a bid item be added to properly identify this cost?	Please refer to ADDENDUM.15FEB109.A01.	2011-02-09 18:47:56
February 15 <sup>th</sup> 2011	109	Item 40 calls for the use of crushed concrete for surfacing. The crushed concrete requirement limits the potential material suppliers and could give some contractors an unfair advantage. Could another commercially available material be used?	Please bid the item as described in the contract documents.	2011-02-11 09:45:25

February 15 <sup>th</sup> 2011	109	Addendum 15feb109.a01 states under added bid item 0235 that the temporary mail boxes shall have an individual lockbox per resident. Isn't this going above and beyond the call? Are all the permanent mail boxes on this project this lockbox style? Please consider dropping this requirement so a contractor can use the normal type of temporary mail box systems that we already own and have used successfully on past projects.	Please bid this item as described in the plan.	2011-02-09 18:45:43
February 15 <sup>th</sup> 2011	152	Is controlled back fill required in the water-main trench?	See Section 2552 for trench excavation and backfill requirements.	2011-02-14 14:44:21
February 15 <sup>th</sup> 2011	158	Where does the subdrain get installed on this project? Is it under the paved section or behind the curb? Also what is the depth?	Please refer to ADDENDUM.15FEB158.A01.	2011-02-11 12:12:00
February 15 <sup>th</sup> 2011	158	The drain tile, how is to be installed, what type of installation? Different for shoulder and under the curb?	Please refer to ADDENDUM.15FEB158.A01.	2011-02-14 10:18:44
February 15 <sup>th</sup> 2011	158	How does the drain tile work when installed next to the storm sewer?	The subdrain is to be installed where the new pavement meets the existing. The storm sewer is to be a foot, or two, outside the new pavement. This should provide at least a 4.5'- 8' foot separation of the subdrain and storm sewer for the length of the project.	2011-02-15 08:49:36
February 15 <sup>th</sup> 2011	162	Need to know the luminaire arm length required on the one Combination Mast Arm pole	Please refer to ADDENDUM.15FEB162.A01.	2011-02-04 09:30:18
February 15 <sup>th</sup> 2011	162	1. Why is there 60 flagger (Line 0050) days on the traffic signal project that is expected only to require 10 to 15 working days? 2. Is night work required for any part of the traffic signal construction?	The flagger item is an 'Each' item and will be paid for according to Standard Specifications 2528. The traffic control plan does not state that night work will be required.	2011-02-14 10:21:08
February 15 <sup>th</sup> 2011	163	Please review the depth of the patching. Note 3-4 says to refill and compact 8" HMA while the patch tabulation shows 6" thickness.	Please refer to ADDENDUM.15FEB163.A01.	2011-02-10 09:56:36
February 15 <sup>th</sup> 2011	164	The Proposal quantity for "Excavation, Class 10, Roadway and Borrow" is 3,309 CY. However, the Estimate reference information states 7,540 CY of CUT and 8,034 CY of Fill. What is the correct quantity?	See ADDENDUM 15FEB164.A01	2011-02-14 13:12:19
February 15 <sup>th</sup> 2011	164	Will a demonstration shaft (section 2433-2.03.K) be required for this project?	There are no drilled shafts on this project, therefore no demonstration shafts are needed.	2011-02-14 13:24:03

February 15 <sup>th</sup> 2011	167	Is the centerline Profile Tape to be Inlaid or Grooved in? It does not specify in the plans or notes.	No, the tape is rolled right into the hot asphalt.	2011-02-09 18:51:13
February 15 <sup>th</sup> 2011	203	How many dowels are required per 8' wide patch in tabulation 102-6C on sheet C.4? In the past, I have received contradictory information. Thank you.	Please reference TAB 105-4 on sheet number C.1 STANDARD ROAD PLANS, PV-1 Dated 10-19-10 it is very clear in that bars are to be spaced 12 inches apart on center.	2011-02-04 09:31:22
February 15 <sup>th</sup> 2011	203	Thank you for your condescending response. RR-4 is clearly the patching specification, not PV-1.	If you read RR-4, at the top right hand corner it says, "See PV-1 for joint and bar placement details."	2011-02-09 12:42:12
February 15 <sup>th</sup> 2011	203	Tabulation # 102-5 existing pavement shows for mainline paving, the patches are on the ramps, what is the thickness on the ramps?	Please see ADDENDUM 15FEB203.A01	2011-02-09 18:43:20
February 15 <sup>th</sup> 2011	304	Sheet U.01 on detail 4 "Pond Outlet Section" calls out bentonite backfill, where is the detail on how much to use?	Please see ADDENDUM 15FEB304.A02	2011-02-10 09:36:18
February 15 <sup>th</sup> 2011	304	On V.02, Would 12" square stringers be acceptable? Round lumber generally tapers, so would the 12" be minimum, maximum, or average?	12" square stringers are an acceptable substitute for the 12" round stringers indicated in the detail. For either shape, 12" shall be the minimum dimension at any point along the length of the stringer.	2011-02-09 12:31:35
February 15 <sup>th</sup> 2011	304	Sheet V.02 Footbridge Detail. 4x4 curb is to be what material? What is the thickness of the 12" stringer? Is the mud sill pored in place concrete? Thanks	4x4 curb and 2x4 curb block to be of same material as 3"x8" decking, see Note #2 in Detail 4/v.02 Either 12" diameter or 12" square for 12" stringers, maximum 12" No poured in place concrete, see Note #2 in Detail 4/V.02, "Mud sills and stingers shall be Douglas Fir pressure treated w/ Osiose K-33 preservative to .60 retention"	2011-02-14 14:47:18
February 15 <sup>th</sup> 2011	304	On bid item one. Is shrink included in the total cyds? And if so at what rate? Thankyou.	20% shrink factor. See addendum.15feb304.a03	2011-02-14 17:15:43
February 15 <sup>th</sup> 2011	304	How can we obtain the terracon soils report? They will not release it.	Contact the office of contracts at 515-239-1414	2011-02-14 14:09:55
February 15 <sup>th</sup> 2011	352	This project has bid items for 5" sidewalk P.C. concrete and for sidewalk brick paving which is to pay for the replacement of those items that are removed. Why is there no bid item for the removal of those items? Becuse this project is unique does the sign fabracator need to be on the DOT's approved list?	The removals for 5" sidewalk P.C. concrete and for sidewalk brick paving will be incidental to the bid items for type 3 and type 4 signs. "Work includes an demolition needed for sign installation." Regardless of the unique nature of the project, the sign fabricator needs to be on the DOT'S approved LIST.	2011-02-14 11:40:37
February 15 <sup>th</sup> 2011	354	Need to know the luminaire arm length desired for the combination traffic poles.	Please see ADDENDUM 15FEB354.A01	2011-02-10 09:34:26



February 15 <sup>th</sup> 2011	354	What are the signal / sign loads for the proposed future 90' mast arms?	Please see ADDENDUM 15FEB354.A01	2011-02-10 09:33:50
February 15 <sup>th</sup> 2011	354	Sheet N.01 Traffic Signal General Notes #13 No Class 7 35' pole is made that meets the spec. Is a Class 6 wood pole which meets the spec. acceptable?	Please see ADDENDUM 15FEB354.A01	2011-02-10 09:35:38
February 15 <sup>th</sup> 2011	354	Plan sheet N.04 shows 1-3c terminating at the Advance Warning Beacons. What is the wire size that powers the beacons?	Please see ADDENDUM 15FEB354.A02	2011-02-10 09:35:02
February 15 <sup>th</sup> 2011	354	Is it possible to use schedule 80 PVC instead of HDPE as an alternate?	No. You may submit a value engineering proposal after letting however.	2011-02-14 14:32:51
February 15 <sup>th</sup> 2011	502	On line 210 turf reinforcement mat, which type of matting is required? type 1, type 2, type 3 or type 4	Please refer to Tabulation 100-22 on sheet C.04 for the appropriate types.	2011-02-11 09:47:01
January 19 <sup>th</sup> 2011	001	Trying to grade and pave in April for crossovers is very unpredictable because we never know when the frost will be gone in the spring. You would be much happier with the progress on these types of jobs requiring crossovers if they were let a year in advance and the contractor could install the crossovers the previous fall. Then we would be doing bridge removal work in the spring when it wouldn't matter if there was frost or rain for 6 weeks.	You are correct that your suggestion would be a better way to complete this work. Unfortunately that is not the way things worked out for this project. Thank-you for bringing this up for future discussion.	2011-01-05 14:36:51
January 19 <sup>th</sup> 2011	001	Item # 24 Removal of pavement seems short with crossover, paved shoulders and approaches in this item. Is it possible to get sy quantity for paved shoulder separate used for total on plan?	The designer has verified that the quantities in both sets are correct.	2011-01-14 10:23:35
January 19 <sup>th</sup> 2011	001	can the class 13 excav for the cross-over be used for the embankment in place in the same area?	Under Review	2011-02-03 17:25:50
January 19 <sup>th</sup> 2011	001	can any of the excess channel excav material be use as embankment in place?	Under Review	2011-02-08 10:30:12
January 19 <sup>th</sup> 2011	001	Can excess channel excavation and class 13 excavation be used for any embankment in place?	Yes, excess channel excavation and class 13 excavation can be used for embankment in place.	2011-01-18 17:02:30
January 19 <sup>th</sup> 2011	002	Are there borings available? How about a longitudinal construction joint at the overhang/deck interface?	No borings are available. Limited soils information may be on the as-built set of plans, which are available from the Butler County Engineer's Office. A longitudinal construction joint at the overhang/deck interface will NOT be allowed.	2011-01-05 16:12:36

January 19 <sup>th</sup> 2011	003	Both sets of plans have details for Temp to Perm Barrier Connections, but there are no bid items for these. Also please review quantity of TBR and crash cushions. The plans show some TBR and crash cushions to become property of IDOT at end of project, but should not be necessary as project includes both bridges.	Please see Addendum 19jan003.a01	2011-01-11 17:24:42
January 19 <sup>th</sup> 2011	006	Plan quantity for Flooded Backfill is 40 CY. Estimate Reference Information calls out 185.6 CY to be placed. Which quantity is correct?	Since 40 CY is on the Plan in the estimate reference notes and the Proposal Qty. If more is necessary during the course of construction it can be added by extra work order out in the field.	2011-01-14 18:59:13
January 19 <sup>th</sup> 2011	006	As part of the Class 10 Excavation (item # 0060) and Class 10 Waste (item #0070) items from the Estimating Reference Notes that you have to haul in 11,785 CY from the borrow and Cut Fill 1,388 CY on the site all as part of Item #0060 Class 10 Roadway Borrow. Item #0070 Class 10 Waste appears to be an additional 1,434 CY that is to be exported from the project separate from the Class 10 Roadway Borrow. If you go to the D.01 sheet and look at the balances it tells you that you need to haul in 10,351 CY from the borrow and that you will Cut Fill 1,388 CY on the site. It does not mention anything about waste. What is the right information, without "T" sheets it is difficult to determine what is needed. It appears from the Proposal that item # 0060 is the total fill from the "D" sheets plus the 1,434 CY from item #0070 added together, and item #0070 is added again for no reason. Also, there is no information about where or why there is even Class 10 Waste on this project. Please provide additional information.	See ADDENDUM.19JAN006.A01	2011-01-18 12:01:15
January 19 <sup>th</sup> 2011	008	Will working days be completely suspended during the 30 day settlement period? Also the Granular Surfacing item states that " material shall be used as temporary surfacing placed on completed earthen embankment during the 90 day settlement period". Is the intent to allow traffic on the road during the 90 day settlement period?	As long as there is no work that would be a controlling item of work than working days would not be charged. Working days would be suspended during the settlement period.	2011-01-14 14:16:32

January 19 <sup>th</sup> 2011	011	Temporary Barrier Rail, Concrete quantity should be reduced to the 162.5 If shown in the tab on sheet C.13, unless another location will be required.	See ADDENDUM.19JAN011.A01	2011-01-14 16:11:10
January 19 <sup>th</sup> 2011	012	ITEM # 0320 CHANGEABLE MESSAGE SIGNS. 5 CDAY IS THAT A TOTAL OF 5 SIGNS OR A TOTAL OF 5 DAYS? HOW MANY ARE NEEDED FOR THIS PROJECT?	However many signs the contractor provided will be the pay quantity. Payment will be the contract unit price per calendar day for each Portable Changeable Message Sign that is required to be in a location to display potential messages to the traveling public.	2011-01-05 16:14:36
January 19 <sup>th</sup> 2011	012	Should there be bid items for the Temp to Perm Barrier Connections shown on sheet U.1?	Yes. This will be added by an extra work order.	2011-01-19 09:17:27
January 19 <sup>th</sup> 2011	013	The proposal calls for the bridge washing to have a late start of 4/4/11. It would help the project to use this time to prepare for the first closure period. Can the washing be moved to the end of the project? (It would also help clean the bridge if any debris was created during construction)	The bridge washing needs to be done as early as possible to clean the bridge of sand and salt residue. It is especially important on this bridge because of bridge type. We prefer to keep the washing as specified.	2011-01-12 12:02:31
January 19 <sup>th</sup> 2011	014	Please review number of patches for bid item 0130. It should be 10 patches by count.	See ADDENDUM.19JAN014.A01.	2011-01-19 09:10:52
January 19 <sup>th</sup> 2011	014	Plan notes indicate that the contractor will be required to return to this site potentially 3 times at intervals of 1 month, 6 months and 1 year after completion to place additional flowable mortar. Will the DOT approve a supplemental contract for this work and release retainage so the contractor does not have an open contract and retainage due for one more year in addition to the usual time spent waiting for jobs to be finalized? What traffic control will be required for this work?	Our current process doesn't give us the ability to do Supplemental Contracts. Retainage probably can not be released because the contract is still open. Traffic control will be the same as needed for the initial filling.	2011-01-12 11:37:12
January 19 <sup>th</sup> 2011	015	The Estimate Reference Note No. 4 indicates that furnishing and placing concrete sealer is an incidental item included with the structural concrete. What type of sealer and what areas are intended to have this sealer applied? The barrier rail, edge of deck, precast beam ends, tops of pier caps, etc.? We have not been able to determine what areas are to be sealed from the project plans, notes, or standard plans.	Since the plans do not indicate where the sealer is to do be applied, if sealer is needed it will be paid for by an extra work order.	2011-01-19 09:28:59

January 19 <sup>th</sup> 2011	015	Tab 102-6C includes 23 full-depth patches for a total of 335 SY. Bid Item 0480 on the proposal includes 385 SY of full-depth patches. Is there a 50 SY bust in the plan quantity or has additional SY been included to allow for additional patching?	Question of additional SY for patching we assume is for additional patching required in the field.	2011-01-11 17:23:12
January 19 <sup>th</sup> 2011	015	Item 44 shows 4.75 Stations bid tab sheet C.8 shows 1344.4 Lineal ft??? No totals but it doesn't match pay item...	Please see Addendum 19jan015.a01	2011-01-19 09:30:07
January 19 <sup>th</sup> 2011	016	Are any of the materials on this project subject to the Buy American clause that was part of the ARRA?	This is not a ARRA project and the "Buy American" clause does not apply to this contract. However, this is a federal-aid project and the "Buy America" clause does apply per Iowa DOT specification Article 1107.06.	2011-01-18 10:22:36
January 19 <sup>th</sup> 2011	101	On sheet J.05 under the traffic control plan note #5 you say to provide changeable message signs. I do not see a bid item for this? Will you be adding a bid time for this?	Please see Addendum 19jan101.a01	2011-01-12 16:52:22
January 19 <sup>th</sup> 2011	102	On sheet 2 in the right column of notes the 2nd paragraph from the bottom addresses mainaining local access--what type of access is required- pedestrian or vehicular, and if vehicles what size/type/and frequency ? Is the shoulder after full width paving sufficient?	Local access includes vehicles and pedestrian for those residents.	2011-01-19 09:59:18
January 19 <sup>th</sup> 2011	102	Is class 2 river gravel meeting all IDOT specs an acceptable coarse aggregate for the pc concrete on this project?	River gravel cannot be used only ledge rock.	2011-01-19 09:38:55
January 19 <sup>th</sup> 2011	102	The surveyor will be required to provide existing condition data to the county engineer to develop a profile. How many shots per section and at what x-section interval are the elevations to be taken? Relative to horizontal control, will the centerline control points be relocated by the county prior to work beginning or is the contract surveyor responsible for recover or replacement of missing centerline control points?	The surveyor will need to take a shot on centerline and a shot on each hub. Hubs are to be placed every 50' on straight and level sections and every 25' on horizontal and vertical curves. There are 2 super elevated curves in Div 2 that need to have shots on centerline, outside edge of pavement and on each hub. There is 1 super elevated curve in Div 1 that will need the same shots. The contractor is responsible for replacement of any disturbed or missing hubs.	2011-01-12 17:14:13
January 19 <sup>th</sup> 2011	102	Have bench marks been established for this project. If not what vertical datum is to be used?	Benchmarks have been established by Clay County.	2011-01-12 17:09:28

January 19 <sup>th</sup> 2011	102	Per the tabs on sheet 4 our calculations show 31 safety closures but the proposal calls for 52. Can you please clarify which is correct?	There are 31 locations. We do not know how many times they will be taken down and put back up. They get paid for each time they are taken down and put back up. 21 locations were added to cover the extra times they will be moved.	2011-01-12 17:17:08
January 19 <sup>th</sup> 2011	102	On bid item 0120 Manhole Adjustment, Minor. Will the contractor be required to supply and install new chimney seals. If so is there a preference as to external or internal seals?	Per the Specifications 2435.05 E 2; payment is for installation of new chimney seal (sanitary sewer Manholes only).The plan states in the estimate reference note 12 there are 4 sanitary sewer manholes. See also ADDENDUM.19JAN102.A01	2011-01-14 16:12:13
January 19 <sup>th</sup> 2011	103	As I understand, 103 will be under the Zone 3 wage rates and 104 will be Zone 4 similar to how the grading work was divided? If bid as a package under 10A would Zone 3 prevail for the entire package?	Please refer to ADDENDUM.19JAN103.A02.	2011-01-11 09:55:20
January 19 <sup>th</sup> 2011	103	This project has mainline typicals that detail "composite" shoulder construction—sheet B.1 on (117) and sheet B.2 on (128)---what kind of envelope was used to calculate the tonnage of rock for the class A granular shoulder (theoretical or was some over run built in)? Constructability of this typical will require at least two lifts for the rock shoulder and with the presumed 1:1 on the outside edge and the earth shoulder construction adjacent to the class A, the earth shoulder will need to be constructed in at least two lifts also---this process will invariably cause issues with the interface between the class A and the earth shoulder construction. What construction practices are expected to maintain reasonably close conformity ? No process will allow the construction of a "neet" interface between the two materials (class A and earth shoulder construction) as depicted in the typical. Can we expect payment for all of the class A used ?	We don't expect the surface to be a perfect 1:1 slope. The quantity for the rock does not include any overrun but the contractor will be paid per ton for the tons placed.	2011-01-05 16:06:42
January 19 <sup>th</sup> 2011	103	On sheet C.17 the tab for the pavement removal indicates removal of "Ia 2 detour", "263rd Avenue" and "Ia 2 temp connection". I cannot find anything about pavement type or thickness for these areas. Is there any info on these locations?	IA 2 Detour - 7.5" PCC with 12" of Special Backfill263rd Avenue - The county didn't have any information on existing pavementIA 2 Temp Connection - This will be whatever detour pavement the contractor chooses to use. Refer to Typical 2612A on sheet B.4. This is also called "US 61 Detour" on sheet F.2	2011-01-05 16:04:58

January 19 <sup>th</sup> 2011	103	Are there geometric, staking, and jointing sheets available for "County Rd."? I don't see them in shts. L1-L19.	Please refer to ADDENDUM.19JAN103.A02.	2011-01-11 13:38:13
January 19 <sup>th</sup> 2011	103	Are there any joint detail sheets available for IA 2 including the ramp terminals?	Please refer to ADDENDUM.19JAN103.A02.	2011-01-11 13:38:52
January 19 <sup>th</sup> 2011	103	This question pertains to 103 and 104---there are similar notes in the estimate reference information relating to special backfill under the paved shoulder and granular shoulders requiring proof rolling of the sub-grade before placing the special and again before placing the granular shoulder—these notes reference section 2109 which is natural sub-grade. The notes in the four items of the 2 jobs indicate any work required for this is incidental. The work area has multiple aggregate interfaces with limited horizontal room for any kind of conventional equipment to do “natural sub-grade”. In the normal construction sequence the granular sub-base goes in, then the pcc, then the special backfill requiring the subject work discussed here, then the asphalt shoulders, then the granular shoulders again requiring this process. A 1” rut being the deciding factor for additional work seems unreasonable. The proof rolling will be difficult at best based on the size of the truck required to get the load specified, the location required for the truck’s specified position, and the geometry of the area involved. Is there some other alternative for this proof rolling? The notes also indicate any repair is incidental. The contractor isn’t usually required to accept all of a totally unquantifiable risk. Can’t there be some extra work order parameters to at least alleviate the repair risk? This whole process needs to be reviewed from a constructability and risk stand point. I don’t know how to even begin to decide how to bid these risks. If there are this many concerns about the stability of the shoulder platform add bid items to fly-ash stabilize it before the “platform “ of all these different interfaces is in the way.	Please refer to ADDENDUM.19JAN103.A03.	2011-01-14 19:07:05



January 19 <sup>th</sup> 2011	103	On 103 and 104 there is a note in the first J sheet stating "trucks cannot haul material on gravel county roads"--they will only be able to use these roads empty?	Yes, trucks will only be able to use these roads empty.	2011-01-11 15:47:37
January 19 <sup>th</sup> 2011	103	On sheet C.12, the calculation for Paved Shoulder Sq Yds for Sta 1071+36.8 to 1071+69.1 and Sta 1077+60 to 1079+30 does not compute. Either the stationing and widths are off, or the calculation is off.	Please refer to ADDENDUM.19JAN103.A03.	2011-01-14 19:07:56
January 19 <sup>th</sup> 2011	103	The note in Typ. 3221 for BO 103 states that the material from the subgrade correction can be used as shoulder material. The ref. note for Earth Shoulder Construction calls for topsoil. Can the material be used if it is not topsoil? Does the same apply for BO 104 also?	Topsoil should be used first, material from the subgrade correction or other Class 10 can be used for any remaining shoulder material required.	2011-01-14 10:08:50
January 19 <sup>th</sup> 2011	103	Sheets C.9 and C.10 indicate that the subbase for all of the ramps is modified subbase. Typically the "G" areas are granular subbase. Could the subbase types and quantities at the ramp areas be reviewed? This also applies to B.O. 104.	Modified subbase shall be bid.	2011-01-11 13:45:09
January 19 <sup>th</sup> 2011	103	Sht L.8, Jointing Details 263rd Ave., indicates transverse joints as "C". This pavement is 10". This is contradictory with Std. PV-1 which requires "CD" joints for pavmt. thickness greater than 8". Also, longitudinal construction joints are called out as "KS". Shouldn't these be "KT"?	As stated on Tab 100-24, sheet C.9, dowels are not required for the 263rd Ave. pavement.	2011-01-18 08:48:52
January 19 <sup>th</sup> 2011	103	The sideroad cross section sheets X.32-X.34 indicate a 9' paved shoulder with curb. Is this correct and if so, is the quantity tabulated?	The location is given in the bid item reference note - #51 Curb and Gutter, P.C. Concrete, 3.0 ft Item is to be placed on the right side of 263rd Ave. from Sta. 61061+85 to Sta. 61066+10	2011-01-14 10:01:50
January 19 <sup>th</sup> 2011	103	Line # 0540 you are calling out vinyl chain link fence what are your spec's on the vinyl coating ? There are none on section 4154 are the MI #'	Please refer to ADDENDUM.19JAN103.A03.	2011-01-14 19:10:03
January 19 <sup>th</sup> 2011	103	What is the native grass seed mix?	The mix is given in Standard Specifications section 2601, Table 2601.03-3.	2011-01-14 09:49:33
January 19 <sup>th</sup> 2011	103	On BO# 103 BO# 104, the Drop Arrows at the NBL SBL Crossovers on U.S. 61 call out to be Durable Symbols. Why are the Drop Arrows Durable Symbols if they are going to be removed later?	Please refer to ADDENDUM.19JAN103.A03 and ADDENDUM.19JAN104.A03.	2011-01-14 19:11:04

January 19 <sup>th</sup> 2011	103	What is the intended use for the class 10 generated from the subgrade correction? Is the intent for this material to be hauled away from the trimmer since the sequence in a previous question was to use topsoil first for earth shoulder construction?	It is the contractors option to place the material with the shoulders, in the embankment, or waste it according to Standard Note 213-1.	2011-01-19 09:40:22
January 19 <sup>th</sup> 2011	103	on bid order 103 and 104 is all trimmings on us 61 planned on being used as class 10 quantities and none towards any earth shoulder construction?typical 3221 states that"excess material resulting from the trimming of the sub grade may be used as earth shoulder fill"does this typical note not apply then?	The intent of the earth shoulder construction is to use topsoil as the first option and if there is not enough than Class 10 can be used.	2011-01-19 09:41:02
January 19 <sup>th</sup> 2011	103	Can DS-09058 be added to this project by addendum. If it can't be added in its entirety, can the verbage in DS-09058.01C be added? (This also applies to 104)	No.	2011-01-18 08:57:52
January 19 <sup>th</sup> 2011	103	For item # 83 Stabilizing Crop -seeding and fertilizing URBAN 20.0 acres. Will rotary tiller be required on seed bed preparation ?	By Article 2601.03 B.4.j.2), a rotary tiller is required.	2011-01-18 10:02:07
January 19 <sup>th</sup> 2011	104	This project has mainline typicals that detail "composite" shoulder construction—sheet B.1 on (117) and sheet B.2 on (128)---what kind of envelope was used to calculate the tonnage of rock for the class A granular shoulder (theoretical or was some over run built in)? Constructability of this typical will require at least two lifts for the rock shoulder and with the presumed 1:1 on the outside edge and the earth shoulder construction adjacent to the class A, the earth shoulder will need to be constructed in at least two lifts also---this process will invariably cause issues with the interface between the class A and the earth shoulder construction. What construction practices are expected to maintain reasonably close conformity ? No process will allow the construction of a "neet" interface between the two materials (class A and earth shoulder construction) as depicted in the typical. Can we expect payment for all of the class A used ?	We don't expect the surface to be a perfect 1:1 slope. The quantity for the rock does not include any overrun but the contractor will be paid per ton for the tons placed.	2011-01-05 16:06:00
January 19 <sup>th</sup> 2011	104	Please review the D and S dimensions in typical 2211 on sheet B.4 and verify they are correct--normal 1% subgrade with 2% roof top does not calculate out to these depths	Please refer to ADDENDUM.19JAN104.A02.doc	2011-01-11 09:46:52

January 19 <sup>th</sup> 2011	104	The typical for county rd. J-50 on sht. B.4 indicates the width as 24 ft. The tabulation of pavmt. on sht. C.8 indicates a width of 22 ft. What is the correct width and quantity of 7.5" PCC?	Please refer to ADDENDUM.19JAN104.A02.	2011-01-14 09:53:29
January 19 <sup>th</sup> 2011	104	Page c12 table 108-28 show temporary traffic signals are needed but there is no bid item for them. Are they needed if so how are they paid for?	Please refer to ADDENDUM.19JAN104.A03.	2011-01-14 19:08:47
January 19 <sup>th</sup> 2011	104	Are there geometric, staking, and jointing sheets available for the area where the 4 lane divided section meets the 28' typical on Business 61 that correspond with sheets E.1 and E.2?	Geometrics and staking are achieved by the profile grade and supper elevation as detailed on sheets E.1 and E.2. Standard joint spacing shall apply according to Standard Road Plan PV-1 and typicals in the B sheets.	2011-01-11 13:42:54
January 19 <sup>th</sup> 2011	104	Sheet C.8 Tabulation of Pavement does not seem to include a quantity for Business 61 Entrance B (Typical sht. B.5,Plan Profile E.6). Could this be reviewed?	Please refer to ADDENDUM.19JAN104.A03.	2011-01-14 19:09:21
January 19 <sup>th</sup> 2011	105	Please refer to sheet B.1, plate MED-1. This detail indicates that you expect straight steel to protrude from the edge of the slab into the temporary shoulder. Is this correct?	Please see ADDENDUM 19jan105.a01Joint 'KT-2' is a bent bar. The bars will be bent as per the joint type. MED-1 has been modified. Bars are removed from the drawing to reduce confusion.	2011-01-06 18:13:37
January 19 <sup>th</sup> 2011	105	Tab 100-27 on sheet C.2 indicates the required pavement smoothness. Please clarify what areas (lanes) that this applies to. MED-2 on sheet B.1 indicates that the existing pavement will be used as a padline. Has any thought been given to profiling this edge prior to paving to improve the smoothness of the new inside lane?	Please see Addendum 19jan105.a01The pavement is all bid as mainline pavement so the spec would apply to all. This will apply to MED-1. See below regarding MED-2.MED-2 has been modified to address this. Evaluation and correction of 1/2" bumps and dips will be the only requirement for areas in which MED-2 applies.	2011-01-06 18:14:26
January 19 <sup>th</sup> 2011	105	Please refer to MED-2 on plan sheet B.1. Please explain why the two widths in the median are variable. Do you intend to slide the median barrier rail around on the flat spot? Currently MED-2, as detailed for the center 12', is not constructible with a concrete paver.	Please see Addendum 19jan105.a01The widths in question are variable to account for edge profile differences between the existing NB and SB lanes. The intent is to provide an additional lane in the median sloped at 2.5% on both sides as well as a 12' shoulder sloped at 3% The barrier is intended to be at the center of the section (which will now be 10') see Addendum 19jan105.a01.	2011-01-06 18:15:22
January 19 <sup>th</sup> 2011	105	The plans do not address temporary barrier rail openings with crash cushions. IDOT projects normally allow one opening per each side of the median. Please clarify and advise.	NO OPENINGS will be allowed except at the beginning and end of project. We realize this is 2 miles with no mid project access, but due to the project location, traffic volumes, and TBR layout we do not want to allow for this.	2011-01-06 17:24:25

January 19 <sup>th</sup> 2011	105	The answer to the smoothness question states... The pavement is all bid as mainline pavement so the spec will apply. Please clarify if you are including the 10' median or just the 12' lanes on MED-1.	As stated previously, in MED-1, the 10' median is bid as mainline pavement therefore the smoothness spec applies to the entire pavement section shown on this typical.	2011-01-10 10:15:00
January 19 <sup>th</sup> 2011	105	Can the contractor substitute a TL2 or TL3 for BA401 between 1545+00-1605+00 on bid item 32?	No substitution will be allowed.	2011-01-12 12:10:17
January 19 <sup>th</sup> 2011	105	Should there be a bid item for Grooves Cut for Pavement Markings (Highbuild Paint) instead of the bid item Pavement Markings Removed?	see addendum 19JAN105.A02, the Highbuild markings were changed.	2011-01-18 18:12:00
January 19 <sup>th</sup> 2011	105	The bridge at EP True is not complete. Could you give the status on the completion of the bridge or when it will be available for construction traffic to cross? Will this effect the late start date?	The EP True bridge project is to be built at the same time as this one. Refer to Note 203-2 on plan sheet C.2 for Coordination and Cooperation required with other contractors.	2011-01-13 09:38:10
January 19 <sup>th</sup> 2011	105	Concerning Item #1 - Special Backfill. In the description plan states "RAP may not be used in modified subbase". Was that intended to read "RAP may not be used in Special Backfill"? My question being, can RAP be used as special backfill?	RAP may not be used in modified subbase. RAP may be used in Special Backfill per the specifications.	2011-01-18 12:25:36
January 19 <sup>th</sup> 2011	105	The Special Backfill note states that RAP is not allowed in modified subbase...did you also mean that RAP is not allowed in Special Backfill	RAP may not be used in modified subbase. RAP may be used in Special Backfill per the specifications.	2011-01-18 12:26:31
January 19 <sup>th</sup> 2011	105	Can we use RAP in the Special Backfill? On Plan sheet # C.1 The reference information for special backfill states that RAP may not be used in the modified subbase. It has the same note again on the reference information for the modified subbase item. I am concerned that this may be a typo in the special backfill notes. Thank you	RAP may not be used in modified subbase. RAP may be used in Special Backfill per the specifications.	2011-01-18 12:27:18
January 19 <sup>th</sup> 2011	106	Under Bid Item # 31 "Steel Beam Guardrail" The item is for 750 L. Ft. In the "Estimate Reference Information" (Sheet C.3) there is two different Tabulations noted with the total footage of 1,200 L.Ft. Can we get clarification as to which is correct?	Please refer to ADDENDUM.19JAN106.A01.	2011-01-13 14:35:09
January 19 <sup>th</sup> 2011	106	What is the difference between "Temporary Shoulders" and "Shoulder Strengthening"? Do the existing shoulders get removed prior to installing both of these items?	Temporary Shoulders is the removal of the existing shoulders and replacing the shoulder at the same width. Shoulder strengthening is the removal of the existing shoulders and replacing the shoulder at a different width, in all cases extending the shoulder, in some parts up to 16 feet.	2011-01-14 09:52:52

January 19 <sup>th</sup> 2011	106	Why is there a bid item for Pavement Markings Removed if it called out as Removable Wet Reflective being removed on C.20?	Please refer to ADDENDUM.19JAN106.A01.	2011-01-14 09:50:39
January 19 <sup>th</sup> 2011	107	There is a Bid Item No. 0740 - Full Depth Finish by Area but there is no item for Full Depth Finish by Count. Thanks.	Please refer to ADDENDUM.19JAN107.A02.	2011-01-14 16:47:20
January 19 <sup>th</sup> 2011	107	Does page F.7 represent item 12, 13 or 16? Separate centerline and stationing that matches #13 interim pavement, mainline stations stop at 1394+50? Tab on page B.7 for interim item falls in the middle.	Title on F.7 should read "Detour I-29 SB (North)". The note on page F.6 states that this is 9.5" Interim pavement (Item 13) and is to be constructed based on Detour control line, which matches stationing shown in Tab on page B.7.	2011-01-14 13:19:37
January 19 <sup>th</sup> 2011	107	Page B.7 tabs detour paving with 100 "series" stations, where can I find these stations in the plans?	Please refer to ADDENDUM.19JAN107.A01.	2011-01-14 13:10:55
January 19 <sup>th</sup> 2011	107	DET03 on plan sheet B.7 indicates that the cross sections should show the variable width and variable slope for the detour paving. The cross sections stop at station 1318+00. Can the missing cross sections be provided? Also the cross section stations do not agree with the stations tabulated in DET03. Where are these stations?	Stage 1 cross sections shown are for the detour at the south end. There are no cross sections for median replacement. Regarding the DET03 stationing, please refer to ADDENDUM.19JAN107.A01.	2011-01-14 16:13:49
January 19 <sup>th</sup> 2011	107	The typical sections, as detailed on plan sheet B.12, indicate that the original shoulders consisted of a 6" rolled stone base covered by a thin layer of asphalt. Tab 102-5 on plan sheet C.10 does not address the existing pavement type or thickness of the current shoulders. Please provide this missing information.	Please refer to ADDENDUM.19JAN107.A02.	2011-01-14 16:48:40
January 19 <sup>th</sup> 2011	107	Please refer to plan sheet B.10 and plate TIE. The optional detour item is designed as a 10" asphalt vs. a 8.5" concrete. Why does the concrete have to be tied with a thickened edge to 13" in depth if you are comparing it to an 10" asphalt? These do not appear to be fair design alternates. Please review.	Please refer to ADDENDUM.19JAN107.A01.	2011-01-14 13:12:14
January 19 <sup>th</sup> 2011	107	The stage 1, ramp C detour has a start station of 801+15 on page J.12, station 801+00 on page B.7, and station 803+02.96 on page C.9 which is correct?	The start Station 801+00 on sheet B.7 (Detail "DET01") is showing the control line begin stationing whereas the Station 801+15 on sheet J.12 is the apparent start station for construction at the Ramp C Detour gore area with Ramp F and the Station 803+02.96 on sheet C.9 is the start station for the remainder of the construction for Ramp C Detour.	2011-01-11 09:54:26

January 19 <sup>th</sup> 2011	107	Please refer to sheet B.1, plate MED-1. This detail indicates that you expect straight steel to protrude from the edge of the slab into the temporary shoulder. Is this correct?	This question was for a different Bid Order. No answer is necessary.	2011-01-11 16:16:59
January 19 <sup>th</sup> 2011	107	The MSE wall project that started in 2010 and will go well into the 2011 construction season uses outside lane drops almost daily, this makes us think the Department expects stage one of B.O. 107 to be constructed at night, is this assumption correct? Can you supply any schedule information on the MSE wall project?	The MSE Wall construction will continue during the winter months and is anticipated to be completed prior to the start of construction for this project.	2011-01-11 09:53:10
January 19 <sup>th</sup> 2011	107	Page U.3 states that the concrete around the "slot drain" is 9.5" interim pavement, the tabulation of pavement on page C.9 does not list any stage one interim pavement. Are you sure these S.Y. are in item 130?	Please refer to ADDENDUM.19JAN107.A02.	2011-01-14 16:51:08
January 19 <sup>th</sup> 2011	107	Can you make available geometric and joint details for the entire project, you have the south end permanent pavement, we need to understand how the "interim and detour items "fit" geometrically on both ends and what is going on in the "median" cannot be accurately determined from the information in the plans and cross sections.	Please refer to ADDENDUM.19JAN107.A01.	2011-01-14 13:14:43
January 19 <sup>th</sup> 2011	107	Item 20, Special Backfill has a quantity in the plans of 33,421 C.Y.. The proposal has the same quantity in TONS, please clarify.	Please refer to ADDENDUM.19JAN107.A01.	2011-01-14 13:16:09
January 19 <sup>th</sup> 2011	107	Will the mainline smoothness specification apply to the 10' median that is included in item 120?	Standard Specifications states:2301.03, H, 4. Smoothness a, 3):Where abutting pavement is to be placed adjacent to the pavement being checked, the surface is not to deviate by more than 1/4 inch (6mm) when checked 1 inch (25mm) from the edge with: - A 3 foot (1m) straightedge used transversely, and - A 10 foot (3m) straightedge used longitudinally.	2011-01-12 15:39:43
January 19 <sup>th</sup> 2011	107	The project has a bid item for a field lab. The developmental Spec. for compaction with moisture control now requires a laboratory facility. Does the field lab satisfy this requirement?	Yes, the bid item Field Laboratory satisfies the requirement.	2011-01-07 12:30:14



January 19 <sup>th</sup> 2011	107	On Sheet J.4 on the drawing for Stage 1 to construct detour pavement you do not show any barrier rail. Yet on sheets J.12 thru J.18 you show barrier rail going down the middle of the detour pavement. Can you please clarify which one of these is correct?	TBR was inadvertently omitted from the Stage 1 Typical Section on J.4. As the existing Median Barrier is removed and the median is repaved, TBR is to be installed on the median of the detour pavement. Refer to Sheet J.2, Stage 1 Notes for median barrier openings restrictions.	2011-01-11 13:41:14
January 19 <sup>th</sup> 2011	107	On Sheet J.2 under Stage 1 traffic your note says "The median barrier, whether temporary or existing, shall be continuous with no openings during times of normal traffic operations. This will not be paid for separately for this staged construction process, but shall be included in the cost of the Traffic Control pay item". Question 1: If you are tearing out the median and replacing it, how are you suppose to have rail continuous with no openings? Question 2: Please define normal traffic operations? With the MSE project requiring lane closures, will traffic ever be normal?	Openings are allowed when traffic is reduced to one lane during the median construction in Stage 1 (refer to Sheet J.2, Stage 1 Notes for hours where two lanes in each direction must be maintained). Normal traffic operations is where two lanes in each direction must be maintained (refer to Sheet J.2, Stage 1 Notes for hours). The MSE Wall construction will continue during the winter months and is anticipated to be completed prior to the start of construction for this project.	2011-01-11 09:51:38
January 19 <sup>th</sup> 2011	107	After performing the takeoff, it would appear that the 6574 SY of reinforced shoulder have been accidently included with 11" STD/S-F PCC PAVT quantity. Consequently, the quantity for 11" is 6574SY more than it should be. Please take a look, thanks.	Please refer to ADDENDUM.19JAN107.A01.	2011-01-14 13:17:11
January 19 <sup>th</sup> 2011	107	All Storm Sewer Bid Items (35-39), in the Estimate Reference, require Class A bedding/backfill EXCEPT FOR Bid Item 38. Does the Engineer want Class A bedding/backfill for line item 38 (30-inch diameter storm)?	Bid items #38 and #39 have a combined reference note. As stated in the reference note, Class A Crushed Stone shall be used.	2011-01-11 13:37:22
January 19 <sup>th</sup> 2011	107	Several questions have been asked and now answered concerning the MSE wal contract and its impact on this project. You have just said that the MSE wall project will be complete at the beginning of April, I have communicated with your wall contractor several times in the past two weeks and the project has two sites one will be complete in early April, they have working days well into the 2011 construction season on the "short wall" and it will absolutely impact this project, please review.	It is correct that the contract will continue past the first of April. The site which will be complete by early April involves Wall 5120 which is the site that requires lane closures and would impact this contract. The answer to the previous question referred to the site for Wall 5120. The other site includes two other walls which footprints are 30 ft behind the TBR. All work in this other site would not require lane closures or impact this contract.	2011-01-14 16:15:02

January 19 <sup>th</sup> 2011	107	Page J.4 shows reconstruction of the median with no TBR protection for the traveling public or construction team, is this correct? As you look farther into the J sheets the TBR from the MSE wall project is shown, and a single line of TBR down the middle of the median is shown that does not "fit" the construction of this stage, what little information is available in the cross sections for stage one shows TBR randomly placed, please clarify.	TBR was inadvertently omitted from the Stage 1 Typical Section on J.4. As the existing Median Barrier is removed and the median is repaved, TBR is to be installed on the median of the detour pavement. Refer to Sheet J.2, Stage 1 Notes for median barrier openings restrictions. Regarding the cross sections, the Stage 1 cross sections shown are for the detour at the south end. There are no cross sections for median replacement.	2011-01-14 16:16:01
January 19 <sup>th</sup> 2011	107	Sheet J.2 indicates that existing intakes shall be replaced in stage 1 from station 1309+00 to 405+00. However, no intakes are shown in stage 1 on the "M" sheets. The "C" sheets don't show any intakes being replaced in stage 1 either. Please clarify.	Replacement of intake is included in Item 29 (Barrier Intake, SW-547) at locations shown on Tab. HRG-REI on page C.19.	2011-01-14 16:39:48
January 19 <sup>th</sup> 2011	107	On sheets J.21 and J.22 (stage 2), the plans show constructing culverts and storm sewer "underneath" existing pavement that doesn't get removed. Obviously, this can't be accomplished, either the existing pavement gets removed in stage 2 or the storm sewer is constructed in stage 5. Please clarify. Thanks.	If this removal of pavement is required and is not accounted for in existing bid items then it shall be accomplished by extra work order/change order.	2011-01-14 19:02:28
January 19 <sup>th</sup> 2011	107	Please refer to sheet C.16. The contractor on the (221) project is placing intakes 151, 146, 140, 160, 170, 172, 180, 190, 192, 194, 196, 198, 200, 202, 204, 210, and 215 adjacent to their MSE wall. Who will be responsible for placing the tops (paving inserts) on these intakes? If in the contractor on the (219) project is responsible, how is this paid? If the contractor on the (221) project is responsible, they will most likely have to come in after the paving on the (219) project is completed for the tops to be properly constructed. Please clarify, thanks.	If this work is required it shall be accomplished by extra work order/change order.	2011-01-14 19:03:31
January 19 <sup>th</sup> 2011	107	Any chance of this job being pulled?	An addendum is currently being processed to fix some of the issues and another one will probably be necessary. There have been no serious discussions of withdrawing this project!	2011-01-12 16:17:17

January 19 <sup>th</sup> 2011	107	Because of variable paving widths, more information is needed to accurately determine materials for jointing this job. A jointing plan would be appreciated.	The Estimate Reference Notes for the paving bid items (11" PCC, 9.5" PCC) specify allowable transverse joint spacing for the mainline pavement. Ramp 'C' is detailed on sheet K.7-K.8. Jointing plans are not provided for detour pavement.	2011-01-14 19:04:23
January 19 <sup>th</sup> 2011	107	For the stage 1 median detour paving from station 1304 to station 407 (plan sheet J-4). I don't find any details on the drainage for this stage (other than the slotted drains at the very south end )in the plans. How is the water drained from the temporary paving. I don't see any modifications of the existing drainage structures for this first stage. The permanent intakes will not be built until the later stages. Thank you	Please refer to Sheet J.2, Stage 1 Construction Notes which indicate the replacement of the existing intakes.	2011-01-14 17:13:13
January 19 <sup>th</sup> 2011	107	On Sheet J.2 under Stage 1 traffic your note says "The median barrier, whether temporary or existing, shall be continuous with no openings during times of normal traffic operations. This will not be paid for seperately for this staged construction process, but shall be included in the cost of the Traffic Control pay item". Please define what you mean by THIS and what is suppose to be included in the cost of traffic control? Does THIS mean the barrier rail, does THIS mean all the traffic control to rip out the median, does THIS mean the process by which one chooses? Please help us by defining what, THIS, is. Thank you	The method the contractor uses to close the median opening is subject to approval by the Engineer. The price bid for Traffic Control shall include all material, equipment, labor, and for performance of all work necessary to close the median opening. This would not include any items for which there are other seperate bid items such as Temporary Barrier Rail. Refer to the Method of Measurment and Basis of Payment for Section 2528 in the Standard Specifications.	2011-01-18 17:46:05
January 19 <sup>th</sup> 2011	109	The light pole detail on sheet P.07 shows a pole with about a 41' mounting height to the luminaire. The catalog number called out is for a 35' mounting height to the luminaire. Which is correct?	Please refer to ADDENDUM.19JAN109.A01.	2011-01-14 13:22:03
January 19 <sup>th</sup> 2011	109	Bid item 430 SANITARY SEWER SERVICE STUB, POLYVINYL CHLORIDE PIPE (PVC), 6 IN. 1239.00 LF. The City of Sioux City does not allow PVC sewer pipe for mainline or lateral connections on City projects.	Please refer to ADDENDUM.19JAN109.A01.	2011-01-14 14:07:14
January 19 <sup>th</sup> 2011	109	Sheet N.04 Note 8 says "All conduit shall be schedule 40 PVC or HDPE 13.5 except for above ground conduit. Conduit that is above ground shall be galvanized rigid steel."Sheets N.03 and N.04 show galvanized rigid steel on the underground traffic signal runs.Please clarify underground conduit type.	Please refer to ADDENDUM.19JAN109.A01.	2011-01-14 13:20:47

January 19 <sup>th</sup> 2011	109	Can you verify if the conduit for the fiber also needs to be rigid or just the conduit related to the traffic signal at each intersection?	The communication conduit as part of the traffic signal installations can be either PVC or HDPE (it does not need to be rigid steel). The estimated traffic signal quantities (included for estimating purposes only) shown on sheets N.02 and N.03 with the breakdown of rigid steel conduit and PVC/HDPE conduit is correct.	2011-01-18 09:37:30
January 19 <sup>th</sup> 2011	151	It looks as if there are contradictory existing paving thicknesses between typicals MC-1 through MC-3 and tabulation 102-5. Please review.	Typical MC-3 is for a 200 foot section of pavement immediately north of the Beaver Creek Bridge in Parkersburg. This pavement section is not listed in Tab 102-5 due to its short length. As-built plans indicate this pavement is 9 inches thick. Typical MC-2 represents the existing PCC pavement midway through the project. This pavement section is listed in Tab 102-5 Section No. 3 as being from mile post 153.14 to 153.48. As-built plans indicate this pavement is 9 inches thick. Typical MC-1 represents the remaining sections of IA 14 throughout the project. Typical MC-1 lists the original PCC pavement as being 10-7-7-10 inches thick. It would have been more accurate to list this PCC as being a variable thickness of 10-7-7-10 to 10-8-8-10 inches. Section No. 1 of Tab 102-5 notes where the original PCC is 10-7-7-10 inches thick, and Sections No. 2 and 4 list where the original PCC is 10-8-8-10 inches thick.	2011-01-05 16:11:40
January 19 <sup>th</sup> 2011	152	In regards to bid item # 8, construction survey: Spec's don't call out requirements for HMA Paved Shoulder. We are thinking that if we topo existing centerline and match Stationing as close as possible. Then stake stationing on one or both sides every station and at station equation. Please let us know what you are requiring. Thanks, Mike	Please reference Addendum 19jan152.a01	2011-01-19 09:43:02
January 19 <sup>th</sup> 2011	152	Is there any way that the lane closures could be kept in place at night? This is not that high of a traffic volume area.	No, Traffic control plan will be strictly enforced. Please reference Sheet C.2 TRAFFIC CONTROL PLAN TAB 108-23.	2011-01-18 09:41:04
January 19 <sup>th</sup> 2011	155	There is no depth listed for the patching or the bridge approach on this project. The patch tabulation does not show if the patching requires dowels. The standard road plan shows a TC 214 but the plan states that C Mix is required for the patching. Please review.	The depth of the bridge approach is 8". The depth of the patches is 6", they do not need to be doweled and the concrete mix should be M mix.	2011-01-19 09:46:49

January 19 <sup>th</sup> 2011	155	Is excavated material generated from subdrain work allowed to be discharged onto shoulder or does it have to be hauled away?	As long as the material generated from the subdrain is suitable for shoulder material it will be allowed.	2011-01-18 09:39:40
January 19 <sup>th</sup> 2011	156	HMA surface bid quantity appears to be around 5000 ton more than what the plans show. Is there a typical cross section missing or maybe an error in the tabulated stations?	See ADDENDUM.19JAN156.A01.	2011-01-19 09:52:21
January 19 <sup>th</sup> 2011	156	Is there any information available as to the thickness of the existing paved shoulders tabulated on Sheet C.12 Table EW-1?	The as-built plans show the thickness of the existing HMA widening at the bridges as 8". The thickness of the remainder is unknown.	2011-01-19 09:53:24
January 19 <sup>th</sup> 2011	156	Type B granular shoulder - Typ. 7135 on sheet B.4. Can you verify the calculations used for tons per side per station? Plans call for 31.5 ton and 10.5 ton per station on the outside shoulders.	Yes the quantities have been reviewed and verified and they are correct.	2011-01-19 09:48:02
January 19 <sup>th</sup> 2011	157	Sheet B.1 Detail 7135 states that the existing right shoulder is 2 feet wide. Detail 2617 states that the class 13 widening is to be 4 feet wide. Please clarify.	Both details are correct. The final granular shoulders will be 2' on the RT and 6' on the LT. The 2' is due to the endangered plant species on the RT (Southside) of the Road. See note on sheet C.3 TAB SN-1	2011-01-18 17:56:33
January 19 <sup>th</sup> 2011	160	no tabulation of existing pavement thickness	Please refer to ADDENDUM.19JAN160.A01.	2011-01-05 17:16:12
January 19 <sup>th</sup> 2011	160	Sheet B.7 shows a detail for asphalt curb. When is the asphalt curb required on the job?	This typical is marked "For Information Only".	2011-01-07 12:34:22
January 19 <sup>th</sup> 2011	160	The bid quantity for Item #39 Removal of Pavement is 7,724.9 SY. The Estimate Reference Information refers only to Tab 110-1 on sheet C.11. That tab accounts for 67.13 SY and the associated saw cut. Please provide the information on the remaining square yards of removal.	Please refer to ADDENDUM.19JAN160.A02.	2011-01-07 13:12:09
January 19 <sup>th</sup> 2011	160	Item #3 Modified Subbase has a bid quantity of 6,595.6 CY. Based on the Typical and Tabs referenced in the Estimate Reference Information the bid quantity does not tie out. Please verify if the bid quantity is correct.	Please refer to ADDENDUM.19JAN160.A03.	2011-01-14 16:44:36
January 19 <sup>th</sup> 2011	160	Typical CL-1 on Sheet B.3 has a note reference 6 on the Table Of Design Quantities line. There is no note 6.	There is NO note that goes with circle 6. This was left on the typical in error.	2011-01-11 13:40:10
January 19 <sup>th</sup> 2011	160	Tab 106-2A on Sheet C.5 calls for 3,029.34 SY of Milling. How is this milling paid for?	Please refer to ADDENDUM.19JAN160.A03.	2011-01-14 16:45:46

January 19 <sup>th</sup> 2011	160	Item #31 Intake Adjustment, Major in the Estimate Reference Information refers to Sheet U.4. There is no Sheet U.4 in the plans.	Please refer to ADDENDUM.19JAN160.A02.	2011-01-07 13:13:06
January 19 <sup>th</sup> 2011	160	So why include a typical for asphalt curb that is labeled "FOR INFORMATION ONLY" if there is no asphalt curb required on the job?	It is there just to show the shape and size of the curb to be removed.	2011-01-10 11:24:10
January 19 <sup>th</sup> 2011	160	Typical 7145 on sheet B.3 does not contain the referenced material from Typical Shldr-A on Sheet B.4 I also guess the accuracy of the tabulated quantities as they are currently listed.	Please refer to ADDENDUM.19JAN160.A04.	2011-01-18 18:14:59
January 19 <sup>th</sup> 2011	160	Item 44 CG,PCC,3 Ft. Typical on B.4 add up to Plan Quantity. Tab 110-4A on C.12 has LF for Typical 6131 (Not in plans). How is this LF paid? The tab quantity doesn't = Plan Quantity. Please clarify.	Please refer to ADDENDUM.19JAN160.A04.	2011-01-18 18:15:26
January 19 <sup>th</sup> 2011	160	Item 5 Paved Shldr, PCC 7". Typical on B.4 Tab T2 on C.12 come up short of plan quantity. Could you check on this?	Please refer to ADDENDUM.19JAN160.A04.	2011-01-18 18:17:17
January 19 <sup>th</sup> 2011	160	On clearing and grubbing on Sheet C-5 under the Lane section it has a footage stated - what is meant by the footage.	This is the offset from the centerline.	2011-01-14 19:05:07
January 19 <sup>th</sup> 2011	160	It appears that Item #12 Class 13 Excavation is not correct. Please check for accuracy.	Please refer to ADDENDUM.19JAN160.A04.	2011-01-18 18:17:50
January 19 <sup>th</sup> 2011	301	On Item number 2108-5025000 Overhaul what does ST-Y stand for	ST-YD Stands for STATION YARD.Per the IOWA DEPARTMENT OF TRANSPORTATION'S, STANDARDS SPECIFICATION FOR HIGHWAY AND BRIDGE CONSTRUCTION BOOK SERIES 2009 It states on page 192;2108.05 BASIS OF PAYMENT."Payment for the quantity of overhaul, measured as provided above, will be the contract unit price per station yard." (ST-YD)	2010-12-28 15:04:00
January 19 <sup>th</sup> 2011	301	Sheet C.02 Under the General notes. "All corrugated metal pipe are to be carefully removed and shall remain property of Allamakee County. On the D sheets their is verbage that talks about "Remove and Salvage RCP" Does the RCP Pipe need to be removed and salvaged to Allamakee County also?	Allamakee County will only keep the metal culvert salvage listed on sheet C.01. The contractor can get the RCP salvage or the majority of the time the contractor will break it down and bury them in the toe of fore slope, due to their poor condition.	2011-01-06 19:24:12



January 19 <sup>th</sup> 2011	301	We have run through the excavation quantities on the D sheets and the cross sections. They don't jive with the pay quantities listed. Please verify.	Please see Addendum 19jan301.a01	2011-01-12 18:30:47
January 19 <sup>th</sup> 2011	402	Has an asbestos inspection been done on these two parcels and if so what were the results?	Asbestos removal has been completed by the DOT.	2011-01-18 18:20:10
January 19 <sup>th</sup> 2011	451	On plan sheets P.01 - P.03 it references Iowa DOT Standards, The light poles proposed are 16'in height. The RM-39 is the only DOT footing design in the standards and that is for a 50' pole. Is there a footing detail available? Also no plan scale or circuit length is shown for the lighting circuits.	No footing detail is available	2011-01-19 09:09:37
January 19 <sup>th</sup> 2011	451	will break away bases be required for the light poles on this project	No.	2011-01-19 09:08:51
December 21 <sup>st</sup> 2010	001	Please review Tab 104-8. Is there to be RF-39 or RF-40 Bridge End Protection? There are quantities for both. Are there bid items missing for either option? RF-39 should have a Outlet or Scour Protection item. RF-40 (if applicable) should have a bid item.	Please see plan sheet C.1 Estimated Project Quantities and also Sheet 2 of the Proposal Schedule of Prices. Bid items and quantities are listed for both the RF-39 RF-40.	2010-12-01 18:38:06
December 21 <sup>st</sup> 2010	002	There appears to be approx 550 cy of excess material available under item #3; Channel Excavation--can this be used to make up the shortfall in item #2 Cl. 10 Excav?	It is assumed that not all Class 10 Channel Excavation will be suitable for roadway construction, hence off-site borrow is anticipated, which has been noted in ERI #2. However any and all suitable Class 10 Channel excavation may be used for roadway construction.	2010-12-20 16:47:36
December 21 <sup>st</sup> 2010	003	Is there suppose to be a bid item for Traffic Control? The plans call for a TC-252 but there is no bid item for traffic control.	Please refer to the TRAFFIC CONTROL NOTE found on sheet 4 of 4.	2010-12-15 14:27:09
December 21 <sup>st</sup> 2010	005	Please review Bid item 040 (temporary crash cushions). On sheet 18 refers to BA-500 (sand filled) and on sheet C.03 has them tabbed as temporary severe use??	See addendum21dec005.a03.	2010-12-15 10:11:27
December 21 <sup>st</sup> 2010	006	Please review pay lengths and square yards in tab 112-6 on sheet C.03 for bid item 0170.	The pay lengths shown in the Tab 112-6 are based on field measurements to existing pavement joints (estimated future joints for SB since the SB lanes had yet to be reconstructed when we did the field exam). The quantities shown reflect the field measurements. We didn't find any errors in the information shown.	2010-12-14 11:51:20

December 21 <sup>st</sup> 2010	006	Please review Bid item 032 (temporary crash cushions). On sheet 13 refers to BA-500 (sand filled) and on sheet C.04 has them tabbed as temporary severe use	See addendum21dec006.001.	2010-12-15 10:12:15
December 21 <sup>st</sup> 2010	006	I appreciate the response to my prior question, but I am still not satisfied. The non-reinforced section of the approach is a 30' section where the square yards would be consistent at all approaches. The single-reinforced section is a 20' and would be consistent at all approaches as well. Which it is.(26' wide) I feel the double-reinforced section would be the section with variable square yards based on variable pay lengths. Please review.	Our intent is to have the single and double reinforced panels be the same length for all four approaches. The non-reinforced panels will then vary in length to meet up with the start of the newly reconstructed roadway pavement. The pay lengths shown are based on measured distances between the end of the bridge and the start of the newly reconstructed roadway pavement. Quantities shown reflect our intent and the measured distances. We believe varying the non-reinforced panels will be much easier than varying the double reinforced panels since there is no steel to fabricate for the non-reinforced panels.	2010-12-15 10:16:42
December 21 <sup>st</sup> 2010	007	Bid item 13 has 49,099 LB of reinforcing steel epoxy coated. Bridge Standard J30-09E-06 shows 56,159 LB of reinforcing steel epoxy coated required for 100' superstructure. Which quantity is correct?	See ADDENDUM 21dec007.a01	2010-12-01 10:16:14
December 21 <sup>st</sup> 2010	007	Is there an engineer's estimate on this project somewhere in the provided documents?	No	2010-12-14 11:52:25
December 21 <sup>st</sup> 2010	013	The PILE NOTES on sheet 6 state that the abutment piles "need to be driven a minimum of 3 feet into solid bed rock." If the piles can not be driven the 3 feet into solid rock, can we stop at pile refusal?	If the piles cannot be driven 3 feet into solid limestone you can stop at practical refusal with practical refusal requiring one of the following: At least 160 blows per foot with a hammer providing at least the minimum energy exceeding the not to exceed numbers on the wave equation chart seeing damage to the piles.	2010-12-01 10:17:42
December 21 <sup>st</sup> 2010	013	Are pile points required for the piling on this project?	Pile points are not required.	2010-12-01 10:16:40
December 21 <sup>st</sup> 2010	013	Has the Iowa DOT worked out any type of access agreement with the Burlington Northern RR or Alliant Energy for access to the west side of this project ?	Wapello County has all the necessary paperwork in place for the contractor to utilize the temporary access as show on sheet 40 of the plans with the Burlington Northern Santa Fe Railroad and Alliant Energy. The access is immediately southwest of the existing river bridge at an existing field entrance.	2010-12-16 14:20:25

December 21 <sup>st</sup> 2010	013	Bid Item # 10 - Steel Extrusion W/NEop. is for 99.4 L. Ft. The Extrusion is required at both Abuts Piers 3 5 with a 30' Roadway. Shouldn't the Bid Item footage be closer to 120 L. Ft. ?	Please see Addendum 21dec013.a01	2010-12-15 10:52:15
December 21 <sup>st</sup> 2010	013	Sheet 3 of 48 "Total Estimated Quantities" Ref No 19 Shouldn't this be "Granular Backfill for Blankets Subdrains"? Select Backfill is usually select onsite materials. Also please clarify the 4" subdrain requirements. If you flip around all the sheets the plan direct you to, there is still no lineal footage given.	The select backfill must meet the requirements of the estimate reference notes. If the onsite materials meet specification 4134 they may be used. The intent of the plans is for it to be an uncrushed sand or gravel material. The local materials would likely contain more silts than would be allowable. Soil borings in the plans may be used for reference, but are not a guarantee of the actual materials that may be located on site. Estimated length of 4" subdrain is 500' lineal feet. Bridge plans make the subdrain behind the abutment incidental to structural concrete. No direct payment is made for the subdrain.	2010-12-16 14:17:46
December 21 <sup>st</sup> 2010	013	On sheet 4 of 48 there is a drawing of a typical section of temporary crossing with a notation that it is built of "dredged fill material". What is meant by that statement? Can the "dredged fill material" come from the Des Moines River stream bed? That is how we would interpret that statement.	Yes.	2010-12-15 16:41:19
December 21 <sup>st</sup> 2010	013	Why so few working days for this project? There is no connection to either end of the bridge, it would change the character of the work if this could be built over 2 seasons.	The county has future projects which require the bridge completed in fall of 2011.	2010-12-15 10:51:12
December 21 <sup>st</sup> 2010	014	Per totals on the T sheets, the job is short approx 29,000 cy of material. Is this to come from IDOT provided or contractor borrow?	It is noted in the earthwork balances (shown on sheets D.3, D.5 F.2) that the borrow is "Contractor Source." The amount of borrow needed was calculated from the T sheets as follows: Total Adjusted Suitable Cut, Stages 1 2 = 51,279 CY (did not include Stage 3 = because of timing / staging is not used for fill and is "waste") Total Fill + 35% Shrink = 57,776 CY Borrow Need = 6,497 CY	2010-12-01 18:39:58
December 21 <sup>st</sup> 2010	014	Plan sheet B.7 states "at the completion of the project the contractor shall stack the temporary barrier rail at locations designated in the plans." I couldn't find a location in the plans. Does the DOT intend to retain ownership of the temporary barrier rail when the project is completed?	Please refer to ADDENDUM.21DEC014.A01.	2010-12-17 12:28:39

December 21 <sup>st</sup> 2010	014	Sheet c.9 shows locations for Temporary Pavement with Sta. 1284+60 to 1287+42 listed. Unable to find more information about this. Can we please receive some guidance?	Please refer to sheet J.13 for a plan view of the gore area containing this area of temporary pavement.	2010-12-14 14:47:05
December 21 <sup>st</sup> 2010	014	Item 26, temporary shoring, in the roadway plans is for shoring that remains in place at the end of this job. The owner should design and provide details of what they want so this item can be bid. Please provide more information on this bid item.	Please refer to ADDENDUM.21DEC014.A01 for more information.	2010-12-17 12:27:32
December 21 <sup>st</sup> 2010	014	In regards to bid item 0330. Will C.D. joints be required for the full width of the pavement, or just in the 12' travel lanes?	'CD' joints are required for the full width of pavement.	2010-12-16 12:34:04
December 21 <sup>st</sup> 2010	014	I see the borrow material is "Contractor Source". Considering this is it possible to get the borrow material from the IDOT borrow on the East side of Souix City? This borrow has great material and the permits and access is already set up for borrow use. Also if the material is available from this site is it possible to waste the excess at this property as well?	Contractor borrow is specified because of two future projects using the borrow on US 20 and this project requires a small amount (5587 cy) of material. The borrow material shall remain as contractor provided.	2010-12-17 11:06:05
December 21 <sup>st</sup> 2010	015	Under Bid Item # 8 (Steel Pipe Pedestrian Hand Railing)there is some additional hand rail to be included on a headwall near pier one. Does anyone know how much footage is to be furnished?	For bidding purposes, the pedestrian handrail mounted on the headwall near pier 1 is estimated to be 16 LF. The actual length to be fabricated will be determined by the remaining headwall length after partial headwall removal in order to construct pier 1 (as specified on Design Sheet 18 of 22).	2010-12-01 18:26:09
December 21 <sup>st</sup> 2010	015	There is a bid item for Longitudinal Grooving but the plan note on Design Sheet 9 indicates that longitudinal grooving is to be done by others. Which is correct?	Longitudinal Grooving is a bid item and will be done before opening the bridge to traffic by this contract / contractor.	2010-12-01 18:24:58
December 21 <sup>st</sup> 2010	101	Shouldn't there be an item for flaggers on this project?	The Road Standards applied to this project do not require the use of flaggers.	2010-12-09 14:51:02
December 21 <sup>st</sup> 2010	101	On sheet C.06 the tabulation for permanent signs list both S1-1 and S1-1A. I cannot find the S1-1A sign listing. Can you show or cite the sign spec. ?	The S1-1A designation simply refers to the 30" x 30' sign size. We used S1-1 as the designation for the 36" x 36" size. There is no difference between the two sign designations other than the sign size.	2010-12-16 15:30:55
December 21 <sup>st</sup> 2010	101	Will there be a CAD file available for construction staking?	A CAD file is not available for construction staking.	2010-12-20 17:30:36

December 21 <sup>st</sup> 2010	102	Will there be a CAD file available for construction staking?	Yes, a CAD file will be available after letting for staking.	2010-12-21 10:56:13
December 21 <sup>st</sup> 2010	103	It does not appear that the quantities for the safety edge are included in the paving quantities?	The safety edge was omitted from the original quantity. Please refer to ADDENDUM.21DEC103.A01, for the adjusted quantity.	2010-12-15 10:04:23
December 21 <sup>st</sup> 2010	103	Is there any available "as built" info on the reinforcing in the existing PCC paving?	The only existing reinforcing bars in the pavement are the tie bars at centerline and at headers.	2010-12-20 09:13:13
December 21 <sup>st</sup> 2010	103	Please review the quantities of RK-18 Bridge Approach.	Quantities listed in Tabulation 112-6, column 'Non-Reinf. Pavement Area' are to reflect the 60' regular pavement as shown on RK-18. This column was not included in the bid item for Bridge Approach but was included in the price bid for STD/S-F PCC Pav't, CL C CL 3, 7".	2010-12-17 11:30:27
December 21 <sup>st</sup> 2010	103	Shouldn't there be an Earth Shoulder Construction/ Finishing item for the length of the entire project on both sides? The shoulders have to be cut down to the bottom of the modified subbase on both sides and this material is put on the foreslope. This material will need to be brought back up for earth shoulder fill and then the slopes finished. There has to be an item to account for this.	Due to the shoulders being type B, minimum surface preparation is anticipated. The Typical Roadway Section on sheet B.01 illustrates modified subbase underneath the Type B Granular Shoulder.	2010-12-20 09:14:52
December 21 <sup>st</sup> 2010	103	What is the pay width of the concrete including the safety edge? I come up with more SY than Addendum 1 when I use standard PV-3.	Standard Road Plan PV-3 shows the safety edge is 1'-0. The pavement top is 22'-0, for a pay width of 24'-0.	2010-12-20 09:14:05
December 21 <sup>st</sup> 2010	104	The details on sheet B.8 indicates that there is 4" Class A subbase under the existing pavement. Is it concrete, asphalt, or cement treated base? Also, Tab 102-5 indicates there is a 4" HMA overlay. Does the paved shoulder also have a full 4" HMA overlay?	The designer and district office have agreed that this is unknown, only confirming it is one of the three types that were asked about. The as-built did not indicate which option was chosen. The shoulders were included in the overlay.	2010-12-07 10:06:19

December 21 <sup>st</sup> 2010	104	<p>Bid Order 104 has 80 working days with \$5,000.00/day liquidated damages and a No Excuse bonus of \$100,000.00 for completing all work by December 23, 2011. With four distinct stages of construction in very small areas and multiple scopes of work that are "finish to start" because of the small work areas 80 working days is not enough working days (you could easily have six days of "cure time" per stage and four stages with 80 working days only gives you twenty days per stage beginning to end). Most of the stages will require traffic control, pavement removal, grade correction, IDOT survey, base work, Bridge approach paving, structure repair, a minimum of three separate concrete pours with cure time for each, subdrain / intake work, earth shoulders, guardrail, erosion, paint and traffic control again. Can you drop the working days and leave it as a completion date contract or at the very least add 20 or 30 working days with the same drop dead/completion date? As it stands you could easily end up with over \$100,000.00 in penalty and still "earn" the \$100,000.00 bonus, we did not think that was the intent of incentive contracts.</p>	Please refer to "ADDENDUM.21DEC104.A01."	2010-12-01 18:36:23
December 21 <sup>st</sup> 2010	104	<p>More complete information of existing bridges would be useful. Unable to accurately determine material requirements for bridge approaches without bridge widths and bridge skews.</p>	Please refer to ADDENDUM.21DEC104.A02.	2010-12-14 14:56:38
December 21 <sup>st</sup> 2010	104	<p>Please review Tab 100-26 on plan sheet C.8. No.s 3 and 4 say Earth shoulder fill and finishing shoulder edge and foreslope are incidental to the 11" PCCP. This is in conflict with the estimate reference information for Item 60. Please clarify.</p>	<p>Tabulation 100-26 should not have listed Earth shoulder fill and finishing shoulder edge and foreslope as incidental to the 11" PCCP because it is included as part of the bid item Earth Shoulder Construction. The contractor shall bid Earth Shoulder Construction per the Standard Specifications and therefore would not need to add any additional costs to the 11", PCC, Paved Shoulder item.</p>	2010-12-17 12:02:44



December 21 <sup>st</sup> 2010	104	It is our understanding that the ramps west of I-29 are built from dredged sand from the Missouri River. If this is the case, will this Class 13 material be suitable for earth shoulders and guardrail embankment? In addition, clay haul roads will likely need to be built to accommodate construction truck traffic. Will these haul roads be incidental or will the contractor be compensated for placing them?	Yes, the class 13 material is suitable for earth shoulder fill and guardrail embankment. The haul road would be incidental.	2010-12-16 12:47:21
December 21 <sup>st</sup> 2010	104	If the existing class A subbase is an econocrete or lean concrete subbase, will it be paid under the class 13 item or pavement removal item (i.e., the lean concrete may possibly be bonded to the existing pavement)?	It will be paid for by the class 13 bid item.	2010-12-16 12:32:11
December 21 <sup>st</sup> 2010	153	Item 50 is a bridge approach. What bid item is the removal of the existing bridge approach?	The pavement removal was inadvertently omitted and will be handled by extra work order.	2010-12-03 18:53:38
December 21 <sup>st</sup> 2010	153	The bridge approach section tabulation includes 120 LF of 4" subdrain, 74 CY of porous backfill, and 12 CY of Class A crushed stone as incidental items. The RK-18 standard does not include subdrains. Is excavation behind the bridge abutments being done and the subdrains run behind the abutments, or are they being placed at another location, maybe the end of the bridge approach at the 'CD' joint? Also, are 6" subdrain outlets to be placed on the end of these subdrains and if so, how many are required, 2 or 4?	The subdrains are being placed behind the abutments. The outlets for these subdrains were omitted from Tabulation 112-6, and if required will be paid for by extra work order.	2010-12-14 16:41:58
December 21 <sup>st</sup> 2010	155	If you choose to incorporate the millings into the granular shoulders how would the millings be paid for?	Millings are paid for by the Pavement Scarification item under Standard Specification 2214. Those millings may be incorporated into the granular shoulders and paid for by the Granular Shoulder Type B item under Standard Specification 2121.	2010-12-08 18:33:12
December 21 <sup>st</sup> 2010	353	Are soil borings available for the project?	Please call the Office of Contracts @ (515) 239-1414.	2010-12-01 12:51:31

December 21 <sup>st</sup> 2010	353	No tabulation is available in the plans for the RM-42 Type 1 handholes or the RM-37 Type 2 junction boxes. How many of each are needed? The total of 75 cannot be a correct number for bid item 0080 because more than 75 RM-47 footings are to be installed by themselves.	The quantity shown in the plans for handholes + junction boxes originally did not include handhole at each slip base light pole. The total quantity of handholes / junction boxes should be revised to 161. Tabulations of Handholes and junction box locations are typically not provided. Locations are shown on Sheets P.1-P.10 and at locations shown on Standard Road Plan RM-34A. See ADDENDUM.21DEC353.A02.	2010-12-09 14:20:49
December 21 <sup>st</sup> 2010	353	Electrical circuits EA-OB Page 2, EH-OA EH-OB Page 4, EL-OA EL-OB Page 5, EL-OA EL-OB Page 6, EB-OA EB-OB Page 9 are not listed in the electrical duct or wire tabulations on sheet C.3 of the plans. Don't these need to be included in the material quantity information?	Originally thought that these quantities would be included as lump sum with the control stations. However, since MidAmerican Energy has provided the exact service locations, the quantity for the service conduit and conductors has been added to Tabs 108-2 and 108-12 and included service conduit lengths under Item 7 of Tab 100-1A. See ADDENDUM.21DEC353.A02.	2010-12-09 14:19:16
December 21 <sup>st</sup> 2010	353	Bid item 0070 Electrical Circuits appears to be Short the 2" PVC schedule 80 and the 1 1/2" rigid steel conduit in the total. Please recheck this.	The rigid metallic conduit quantities were missing but have been added to 108-2 and included in the electrical circuit total. See ADDENDUM.21DEC353.A02.	2010-12-09 14:20:00
December 21 <sup>st</sup> 2010	353	Do the wire and conduit tabulations on plan sheet C.3 account for the parallel sets and 2 or 3 conduits in the footage length shown in the columns?	A review of the quantity calculations indicated that the wire and conduit tabulation do include multipliers for circuits with parallel conduits and where multiple conduits at certain roadway crossings.	2010-12-09 14:17:54
December 21 <sup>st</sup> 2010	353	Is the reinforcing steel for the high mast tower foundation and the light pole foundations to be epoxy coated or bare rebar. Please advise	The reinforcing shall be bare.	2010-12-06 09:04:53
December 21 <sup>st</sup> 2010	353	Sheet U.4 of the plans shows 1 1/2" rigid steel conduit for the underdeck lighting. Isn't this a little large for 3 No. 10 wires? Couldn't it be downsized and what is the footage needed for the rigid steel?	1 1/2" rigid steel conduit is the desired size. The length needed is shown in the tab on sheet U.4 and included in the price bid for "Electrical Circuit". Please see ADDENDUM.21DEC353.A02.	2010-12-09 14:16:54
December 21 <sup>st</sup> 2010	353	Sheet C.2 shows just 2 twin luminary poles but three are shown on the plan sheets. Under Deck Lights has 36 on Sheet C.2 with 34 on the proposal and showing 38 on the plan sheets. Please recheck the quantities.	Refer to ADDENDUM.21DEC353.A03. Entry 'EL214' on Tabulation of Lighting Installations 108-1 should have 'Twin Luminaire Pole' in the remarks column. The bid item Under Deck Lighting has been changed from 34.000 to 38.000 Each.	2010-12-15 10:02:46

December 21 <sup>st</sup> 2010	353	The designer surely made a tabulation sheet to reflect the quantity of RM-42 handholes and the RM-37 junction boxes to get the total quantity that is the bid item. Why cannot this information be provided since the original bid quantity was evidently wrong with the addendum more than doubling the number of handholes? I cannot understand why getting information that will help clarify items is so hard to obtain when the work had to have been done to design the project.	Tabulations are not provided based on the handholes and junction boxes being called out on the plan sheets or being covered by the standard road plan.	2010-12-09 14:21:35
December 21 <sup>st</sup> 2010	353	Will new tabulations of electrical ducts and wire and cable be furnished to reflect the addendum #2? Electrical circuits bid item has over 15 incidental items to be included in the one per foot unit price. New tabulations need to be furnished to reflect the 4,000 foot change.	Yes, please refer to ADDENDUM.21DEC353.A03.	2010-12-15 10:03:41
December 21 <sup>st</sup> 2010	353	For the removal of the light pole foundations, it is not clear if the entire footing is to be removed, or do we follow Section 2401.03 Para C Note 1 and remove to 1 foot below grade? Please advise.	The entire footing is to be removed.	2010-12-15 10:05:44
December 21 <sup>st</sup> 2010	353	For the footing removal on the light poles, note 213-1 states that no material shall be placed in the right of way unless specifically stated in the plans...do the holes left after footing removal stay open? There is no reference on the plans as to provide borrow to backfill. Please advise.	The void left from removal of concrete footings of light poles shall be filled with suitable earth backfill, as stated in Standard Specifications 2401.03, I.	2010-12-15 10:06:34
December 21 <sup>st</sup> 2010	401	Has there been an asbestos inspection done on this property? If so, what were the results?	An asbestos inspection was performed and none was identified.	2010-12-08 18:36:22
November 16 <sup>th</sup> 2010	002	>2404-7775000 The Reinforcing Steel listed is 58,384 lbs. Please recalculate numbers. When adding up the slab, abutment and open rails with monolithic pier caps comes to 50,173	See addendum 16nov002.a01	2010-11-15 15:02:55
November 16 <sup>th</sup> 2010	002	What is the bid item Granular Backfill intended for? Granular and porous backfill are incidental to structural concrete. Should the Granular Backfill item be Granular Surfacing on Road, CL A Cr Stone instead?	Item #5 2402-0425030 Granular Backfill - The material is to be used for the backfilling from the end of the wing walls out approx. 5'.	2010-11-16 09:21:04

November 16 <sup>th</sup> 2010	004	Project is a Federal Aid Contract but there are no predetermined wages in effect. Just wondering why? Thank you.	This proposal does have predetermined wages.	2010-11-03 11:40:38
November 16 <sup>th</sup> 2010	005	Plan sheet 2 states "pavement shall be installed at least 90 days after completion of roadway and borrow material." Only 45 working days are allowed for the project. Will working day count be suspended after completion of the roadway and borrow item while we are waiting the 90 days?	Yes, working days will be suspended for the 90 day settlement period if no other controlling item of work is being worked on. Refer to notes for reference No. 9 for additional settlement period notes.	2010-11-12 11:42:55
November 16 <sup>th</sup> 2010	005	Plan notes 21-23 say that the driveway and sidewalks shall be placed at least 90 days after the roadway and borrow material installation is completed. Only 45 working days are allowed for this project. Should we add liquidated damages for the additional time required to do the work?	No, Liquidated damages should never be added into a bid. The contractor should bid the project to complete it within the contract period including any costs necessary to accelerate their beyond production rates. However, for this project, working days will be suspended for the 90 day settlement period if no other controlling item of work is being worked on. Refer to notes for reference No. 9 for additional settlement period notes.	2010-11-12 11:44:45
November 16 <sup>th</sup> 2010	008	Per sheet #58, the conduit between the light poles and the j-box is to be 2" GRS, the distance between the bottom of the j-box and the bridge deck is to be 3", and (on sheet 60) the bridge deck to bottom of bridge deck is around 11". This total around 14". The standard radius (NEC minimum) is 15" on 2" GRS. This associated with the reinforcing steel will NOT allow for the conduit to be placed as shown and screwed into the j-boxes. Suggestion: Installation of 1" GRS from the side of the junction box. This will be sufficient due to only (2) #6 and (1) #10 wires needed in the conduit for the wiring taps to the light poles. Also this will allow for conduit installation after the deck is poured (in lieu of being installed prior to deck pour).	Conduit shall be placed as detailed in the plans.	2010-11-09 09:43:17
November 16 <sup>th</sup> 2010	008	Can the 1" PVC conduit for the ground be poured in the bridge deck or barrier rail in lieu of surface mounted on the underside of the deck (shown on sheet 58 and 60). This will allow for more protection from damage and easier to install for the contractor (IADOT to inspect). Please advise	No, the plan should be bid as shown.	2010-11-02 10:46:26
November 16 <sup>th</sup> 2010	008	Can asbuilts be made available for the design history at this site?	Yes, please phone the office of contracts at (515) 239-1414.	2010-11-02 09:11:52

November 16 <sup>th</sup> 2010	008	Under what bid item are sign support structures at two locations on the bridge (shown on sheets 30-32) to be paid under. No information is listed under the General notes and estimated qty. Please advise	Item 2408-7800000 STRUCTURAL STEEL.	2010-11-10 10:52:39
November 16 <sup>th</sup> 2010	008	The proposal is call for aluminum sign structures but the v pages of the plans are showing steel. Which are they steel or aluminum?	The bid item was a typo. The information detailing steel on the "V" sheets is correct.	2010-11-12 11:35:09
November 16 <sup>th</sup> 2010	008	Is the DMS Cabinet, foundation, and handhole shown on sheet B.1 an existing cabinet? If not is the price of this work to be included in item 0970 DMS Installation?	No, it is not existing. The work and materials described on sheet B.1 are included in the price bid for DMS Installation.	2010-11-15 10:07:57
November 16 <sup>th</sup> 2010	008	Will a standard road scarification machine (mill) be allowed to prep the first course of the bridge deck for the deck surface(HPC-O)?	Yes.	2010-11-15 14:23:56
November 16 <sup>th</sup> 2010	009	Is the note on the estimating proposal prohibiting lane closures the month of August enforceable? If there are any weather delays whatsoever the bridge won't be open by the first of August. If the flooding patterns of the last few years continue the contractor could easily be run out for a month or more.	Yes, the lane closure note is enforceable.	2010-10-28 12:18:16

November 16 <sup>th</sup> 2010	009	Spec. 1111.03 E states that some delays for weather have been included in the number of days allowed. It would be helpful to know how many of the 90 calendar days allowed for the project were considered by the DOT to be included for weather delays. If a contractor experienced more weather delays than the number estimated by the DOT, would that be grounds for a time extension?	Article 1112, A + B Bidding, applies to this contract. 1112.03 PREPARATION OF PROPOSAL. The bidder shall establish the number of calendar days to be used to complete the work required under the A + B portion of this contract as identified in the proposal form. The proposal may state a maximum number of calendar days allowable. Bids showing time for completion in excess of this maximum amount will be considered non-responsive and will be rejected. Weather (and other) delays are addressed in Article 1112.07. 1112.07 CONSIDERATION FOR EXTRA WORK OR DELAYS DURING THE CRITICAL CLOSURE ACTIVITY. Article 1111.03 applies. The Contractor determines the actual number of calendar days to complete the work up to and including the maximum allowed by the proposal. The Contractor would be responsible to determine the number of days for delay due to adverse weather they have included in their bid. According to Article 1111.03 E additional closure days for adverse weather will not be allowed for the first 5 consecutive closure days of each delay.	2010-11-02 09:57:35
November 16 <sup>th</sup> 2010	010	On Sheet number 3 a notes states that construction shall be done on the easbound bridge with traffic re-routed on to the westbound roadway head to head...Is this note correct?	The note is no longer correct due to the change to stage construct the deck replacement. One lane of traffic of eastbound traffic will be maintained at all times. Please reference all traffic control per the Traffic Control Plan on plan sheet J.O1 in the road plans.	2010-11-09 10:58:43
November 16 <sup>th</sup> 2010	011	Please review square yards of non- reinforced bridge approach paving. Also no quantity listed for polymer grid. Thanks.	See addendum 16nov011.a01	2010-11-15 16:19:03
November 16 <sup>th</sup> 2010	012	When are the overhead power lines running above the new bridge alignment scheduled to be moved?	ITC Midwest is actively designing the relocation of the overhead power lines. Relocation "completion" is doubtful for the "start" of construction if construction begins during the Nov. 15, 2010 to March 31, 2011 winter work period. ITC Midwest's Dan Hagan can be contacted at 515-428-8282 for further information.	2010-10-29 10:02:25
November 16 <sup>th</sup> 2010	012	The proposal states that free winter work is not allowed between November 15 and April 1 for this contract. Is that intended to apply to the winter of 2010/2011?	Yes. Free winter work is not allowed! If the contractor is working, working days will be charged per Article 1101.03.	2010-11-12 11:41:36



November 16 <sup>th</sup> 2010	081	Are you using the exiting base under the new pavement? Also are you planning on running six new water services just to a new curb stop or all the way to the building?	Yes, the existing base is being used. The water service will stop at the curb stop.	2010-11-15 09:57:45
November 16 <sup>th</sup> 2010	081	Is pavement removal incidental?	No. For the PCC alternate it is covered by the Special Compaction of Subgrade. For the HMA alternate it is covered by Pavement Scarification.	2010-11-15 09:56:24
November 16 <sup>th</sup> 2010	081	Is a profile test required on the PCC paving?	No. Standard Specification Section 2301.03, H, 4. Smoothness; addresses how smoothness should be measured/inspected.	2010-11-15 14:25:16
November 16 <sup>th</sup> 2010	101	Please look at bid items 60 and 370. The estimate reference information for item 60 describes paving located on Iowa Ave. between 615+34 to 618+ 16. The details on B.04, D.19 and D.20 show that this same area is 10' PCC curb and gutter. Item 370 is for 2.5' curb and gutter not 10'. Additional questions include-How is the sawing that is talked about on sheet D.19 paid? Also, on sheet D.19 it is indicated that a curb and gutter detail is in the C sheets. It isn't there.	See Addendum 16nov101.a02	2010-11-04 09:58:54
November 16 <sup>th</sup> 2010	101	On plan sheet B.02 there is a typical for field entrance crossings. The detail indicates that there is 6" paving on the project. Should a 6" item be added to the contract?	See Addendum 16nov101.a02	2010-11-04 09:57:53
November 16 <sup>th</sup> 2010	101	Item No. 8 calls for a Class C gravel, we don't have any gravel products that meet this gradation. Could a Class A roadstone be substituted instead? Thank you	See Addendum 16nov101.a02	2010-11-04 10:00:24
November 16 <sup>th</sup> 2010	154	Please review tab 108-18B on sheet C.10. It appears that the quantity for reinforced should be 41.3 sy for each location-due to the extra footage of transition and end section on each end of the BA-102 barrier.	See ADDENDUM 16nov154.a01	2010-11-12 14:49:25
November 16 <sup>th</sup> 2010	155	Project Quantities do not match tabs for items 30,31, 33. Sidewalk 55 sy to 78 sy Detectable Warnings 160 sf to 237 sf Driveways 1400 sy to 1346 sy Please explain. Are all the Det War located correctly?	ee ADDENDUM 16nov155.a01. Quantity for Item No. 30 2511-7526006 SIDEWALK, P.C. CONCRETE, 6 IN. 55 SY is correct	2010-11-15 16:53:06
November 16 <sup>th</sup> 2010	203	Bid Item No. 0070, Irreg. PD HMA Finish Patches by Area, lists 1,890.30 sy. Bid Item No. 0060, HMA (PD Patch Material), lists 46 ton. Please review. Thank you.	Patch tab Quantities are increased by 15% for irregularities. The totals appear to be correct in the tab.	2010-11-15 16:50:39

November 16 <sup>th</sup> 2010	203	I have reviewed the totals for Irregular Pd Finish and still total over 300 ton required for the project. Even at 15% the proposal item falls well short of the actual tons used on the project.	Under Review	2010-11-16 09:32:52
November 16 <sup>th</sup> 2010	403	Project is a Federal Aid Contract but there are no predetermined wages in effect. Just wondering why? Thank you.	This project was funded as a Transportation Enhancement project. Davis-Bacon wage rates do not apply to TE projects unless the project is located within federal-aid right-of-way. This project is entirely out of the right-of-way and is on city owned property.	2010-11-02 09:12:25
November 16 <sup>th</sup> 2010	403	Tunnel @ Freight Building - Do we need to remove the existing pipes and mud before we fill with special backfill material?	The existing boiler pipes can be removed as needed, at the contractors option. Any sewer pipes should be removed to the existing foundation and capped and will be paid for by extra work order. The mud can remain, as long as the contractor can get the required compaction on the Special Backfill, as noted in the plan.	2010-11-09 09:44:17
November 16 <sup>th</sup> 2010	403	Where concrete sidewalks and handrail are shown to be removed on the south side of the Freight Buiding - Are these to be replaced after building is elevated?	The sidewalk and handrail will not be replaced.	2010-11-09 09:45:50
November 16 <sup>th</sup> 2010	403	Cast Iron Downspout Boots @ the Depot Buildings 1 2. Are these to be raised with the buildings or are they to remain at existing level and downspouts extended. If boots are raised what type of pipe extensions are to be used?	The downspout boots do not need to be raised. They can be removed if needed, at the contractors option, but shall remain the property of the City and stored on site. Some type of temporary connection / extension is all that is needed to keep the water off the building's masonry to be paid for by extra work order.	2010-11-09 09:45:05
November 16 <sup>th</sup> 2010	403	What is the replacement value of each building? Need to know for insurance bonding.	The Railroad Depot has a value of \$499,859. The Museum has a value of \$124,196.	2010-11-15 10:25:56
November 16 <sup>th</sup> 2010	403	Is new slab and special backfill at outside waiting area to be included in bid? If so, can you please provide a detail of slab on north and south where there is no foundation wall and site plan with grades.	The slab and special backfill outside the building, including the waiting area, are not part of this project. The concrete bench is part of the contract.	2010-11-15 10:51:43
November 16 <sup>th</sup> 2010	403	Do the roof tiles need to be removed before elevating the buildings?	No. The tiles do not need to be removed.	2010-11-16 09:24:38
November 16 <sup>th</sup> 2010	403	Will the new wall extension be able to withstand the lateral load of the compacted special backfill with no exterior fill in place or structure bearing on the wall?	Yes the new wall extension will be able to withstand the lateral load of the compacted special backfill.	2010-11-16 09:24:04
November 16 <sup>th</sup> 2010	403	Item 2 - should the special backfill be a well graded material or open graded material?	"Well graded", as shown in the Estimate Reference Information for Special Backfill.	2010-11-16 09:22:09

November 16 <sup>th</sup> 2010	502	May trees of the same size in containers be used in place of B-B?	Container grown material may be substituted for all trees specified as B-B.	2010-11-12 11:33:37
November 9 <sup>th</sup> 2010	001	Should the traffic control standard for this project be a TC-252 instead of TC-251? If not please explain how this standard works for this type of project as there is no bid item for flaggers on the project. Thanks.	Under Review	2010-11-05 09:35:38
November 9 <sup>th</sup> 2010	001	Which standards apply to item 6 PCC Paving and item 11 Intake, SW-512?	For the paving, the standard specifications and PV-1 apply. For the SW-512 intake, refer to the SW-512 standard and the standard specifications.	2010-11-09 09:38:14
October 19 <sup>th</sup> 2010	001	The Proposal Quantity and the estimated project quantity for bid item 0220, PCC Shoulder, does not match the tabulation table. Which quantity is correct?	See addendum 19oct001.a01	2010-10-15 12:33:19
October 19 <sup>th</sup> 2010	001	The plans for project (295) contain the standards for Temporary to Permanent Barrier Connections, but there is no contract item for this. Is this supposed to be in this project?	See addendum 19oct001.003	2010-10-15 13:29:27
October 19 <sup>th</sup> 2010	001	Please review the TBR and Crash Cushions on this project. The tabs are not consistent with the standards or the staging layout in the plans.	The Office of Design is reviewing the TBR, crash cushions and staging for the four projects. This review may not be done before the bidding deadline. If you have a specific question, contact us.	2010-10-15 12:26:52
October 19 <sup>th</sup> 2010	005	This project has a late start date of 4-04-11 with no free winter days and a Topeka shiner restriction for in stream work from 5-15-11 to 7-31-11. There are two in stream piers requiring cofferdams and the third pier may be within the high water mark thereby making it subject to the Topeka shiner shut down period as well. As such, this project will get about 6 weeks of work in and then be shut down for the summer, resuming on August 1. That will make it a scramble to get the bridge completed before winter of 2011. Free winter work should be allowed on this project to enable the contractor to complete in stream work prior to the Topeka shiner shut down date.	Refer to addendum 19oct005.a01.	2010-10-15 17:07:37
October 19 <sup>th</sup> 2010	006	The late start date on this project is 10-25-10. Does the Department really intend to enforce a late start date beginning less than one week after the letting date?	The late start date is now Nov. 22, 2010. See addendum 19oct006.001	2010-10-04 13:43:38

October 19 <sup>th</sup> 2010	006	This project has a bid item for an access road for the structure at station 274+32. Depending on the timing, isn't it probable that some of the access required will be provided by the grading contractor for bid order number 303?	The intent is for the access road to be built and paid for under this contract.	2010-10-15 11:37:53
October 19 <sup>th</sup> 2010	007	Page B.1 7156 Modified: CY material seems high for SY Surface of Paved Shoulder, can you please look into. I may be missing something.	See Addendum 19OCT007.A02	2010-10-19 09:18:02
October 19 <sup>th</sup> 2010	007	looking for item for removal of paved shoulder. Are quantities for excavation for aggregate material included in excavation class 10 roadway and borrow? Thanks	See Addendum 19OCT007.A03	2010-10-19 09:18:29
October 19 <sup>th</sup> 2010	007	Please review crash cushions on this project. The tab does not match the staging layout.	See Addendum 19OCT007.A04	2010-10-19 09:16:50
October 19 <sup>th</sup> 2010	008	In Estimating Proposal Line #410 - Painted Pavement Markings is 1,088.300 Sta. but in Plan Tabulation of Pavement Markings for Temp. Perm Paint totals 2,078.18 Sta. Which one is correct?	Permanent pavement markings have been tabulated in the Pavement Marking Tab note (2) as "For Information Only".	2010-10-14 18:47:05
October 19 <sup>th</sup> 2010	008	Paved shoulders call for PG 58-28 if not designated different by plan. With project using PG 64-22 as Binder can same be used as paved shoulder AC to allow mainline and paved shoulder installed together?	Yes, Article 2303.02D5 allows the Contractor the option to substitute the mainline intermediate or surface mixture for a specified base mixture, at the Contractor's expense.	2010-10-15 16:55:44
October 19 <sup>th</sup> 2010	009	Are the conflicting power lines scheduled to be relocated before the project begins?	The power lines are to be dealt with in the grading plan, IM-035-4(165)94--13-77, which is scheduled to begin one month prior to this project.	2010-10-15 17:09:31
October 19 <sup>th</sup> 2010	012	Design sheet 3 of 29 references RL-13 Grading. Is this work part of this contract and the responsibility of the bridge contractor or on the contract of the grading contractor building the berms?	The grading of the bridge berms was included on the grading contract (NHSX-020-2(089)--3H-13).	2010-10-18 10:51:03

October 19 <sup>th</sup> 2010	013	When are the approach fills scheduled for installation? Would it be possible to construct Piers 1 & 6 prior too in order to eliminate the need for cofferdams?	The bridge berm on East side of the North Raccoon River had a late start date of August 23, 2010 with 40 working days. The bridge berm on West side of the North Raccoon River had a late start date of August 23, 2010 with 25 working days. The bridge berms are scheduled to be completed within their respected contract periods. It will not be possible to construct piers 1 and 6 prior to the fill being placed due to the note on sheet 3, "Pier piles shall not be driven for a minimum of 30 days following completion of approach fills at pier 1 and pier 6."	2010-10-14 18:04:25
October 19 <sup>th</sup> 2010	013	Please clarify spec section for sealing the abutment ends of PPCB. Drawing sheet 38/117 states 2403.21D. This section could not be found.	Please find the Standard Specification that covers concrete sealing under 2403.03,P,3.	2010-10-14 18:19:27
October 19 <sup>th</sup> 2010	014	Estimate Reference Notes for Item #2 states that it is to include the cost of 12 drains. Item #8 notes that it is to include the cost of 12 drains. Please clarify where the drain cost is to be bid.	Please see ADDENDUM.19OCT014.A01.	2010-10-14 18:43:03
October 19 <sup>th</sup> 2010	014	Because of the late start date of 12/6/2010, is the DOT paying for heating and protecting of concrete due to the work taking place during the winter?	No, per 2403.05, A, 2, because winter work is specified in the proposal form.	2010-10-15 16:51:00
October 19 <sup>th</sup> 2010	014	Will this bridge be subject to Section 2428 Bridge Deck Smoothness? If so, will the profilograph be allowed to stop short of the bridge header as there is no adjoining pavement or driving surface?	Yes, the bridge deck is subject to Standard Specification 2428. No, the profilograph will not be allowed to stop short of the bridge deck header due to 2428.04,C.	2010-10-14 18:44:45
October 19 <sup>th</sup> 2010	016	Bid Item # 70 9.5" PCC Pavement. Sheet # B.1 tab 3230 shows length of 340 lf x 38'-0" wide. Should the sy of paving be 1436 sy?	Please reference Addendum 19oct016.a03	2010-10-15 16:44:01
October 19 <sup>th</sup> 2010	017	Assuming bid item 0180; Class 13 Excav is all excess, can this material be used for any shortage of Class 10 material from other bid items?	Class 13 material can be used for Class 10 if it matches Article 2102.02A.	2010-10-18 14:36:41

October 19 <sup>th</sup> 2010	018	Bid Order 00A in the October 19, 2010 letting has a 2% DBE goal while Bid Orders 018, 019 and 020 each have a 3% DBE goal. Normally the IDOT uses increments of 2.5% for DBE goals and the proposal for the Optional Combination normally has the same DBE goal as the individual proposals. Is there an explanation?	Bid Order 00A is the optional combination of three federal aid bridges and a non-federal aid grave and pave. Article 1102.17E of the Iowa DOT Standard Specifications requires the bidders to only use work on the federal aid projects in the proposal to achieve the DBE goal. Therefore, having the same DBE goal on BO 00A would require the bidder to utilize DBE firms for a larger amount on the three federal aid bridges if the optional combination proposal was bid than if the individual bridge proposals were bid since the bidder can't count DBE usage on the non-federal aid grade and pave project in the optional combination proposal. In an attempt to provide similar DBE goals, the DBE goal on the optional combination (BO 00A) was set at 2.0% to receive the same approximate DBE commitments as the sum of the DBE commitments for Bid Orders 018, 019 and 020.	2010-09-21 13:17:25
October 19 <sup>th</sup> 2010	019	Under an accelerated work schedule are working days automatically counted Saturdays if a contractor is not working that day?	According to Specification 1108.02-Prosecution of Work, Part E-Charging of Work Days, 5. "Working days will not be charged for Saturdays the Contractor does work, unless a 6 day work week is specified in the contract documents."	2010-10-01 13:41:19
October 19 <sup>th</sup> 2010	101	Item No. 0350 steel gate has a proposal quantity of 6 and only 4 are showing on sheet U.09. Is tab quantity correct?	Please see ADDENDUM 19oct101.a02	2010-10-14 18:05:36
October 19 <sup>th</sup> 2010	101	Sheet U.09 calls out an aircraft quality rivet but that is not a non-standard name for a rivet. Are rivets a solid, blind or semi-tubular, etc. Rivet?	Please see Addendum 19oct101.a04	2010-10-14 18:41:19
October 19 <sup>th</sup> 2010	101	Will the gates on the 4th Street Dam remain in the low position for the duration of this project?	The Cedar River Dam gates will remain lowered during construction of this project.	2010-10-15 17:04:41
October 19 <sup>th</sup> 2010	101	The existing porous backfill and engineering fabric behind the existing riverwall in the sta. 2948 to 2949 area will be disturbed during excavation for the new retaining wall. How will repair of the existing porous backfill and fabric be paid for?	Any porous backfill and/or engineering fabric that is disturbed during construction of the new retaining wall and is unable to be reclaimed should be considered incidental to the cost of constructing the new retaining wall as per Estimate Reference Note 21.	2010-10-15 17:05:49



October 19 <sup>th</sup> 2010	102	The estimate reference information for Item 10-Excavation, Class 10 says to see "Tabs 107-23,SSF,and FSF." Do these tabs refer to this item or to Item 130-Class 13. If these are intended to relate to Item 10 it appears the estimated quantity is in error.	This will be addressed in a future addendum.	2010-10-06 17:12:52
October 19 <sup>th</sup> 2010	102	Does any of the information that the IDOT distributed by either addendum or answers to questions about the 07-20-10 letting apply to the 10-19-10 letting?	No, only the contract documents issued for the 10-19-10 letting apply. Many changes have been made and any old plans, proposals, etc. should be discarded.	2010-10-01 19:17:06
October 19 <sup>th</sup> 2010	102	It would be extremely useful to have the jointing detail for V-56 and V-68. It does not appear that you can pour through these intersection 16' wide at a two percent cross slope. There is nothing in the plans that indicates that you can't pour 16' through these interesections and then add on a variable width pour to cover the existing paving. The jointing detail was asked for at the original pre-bid meeting.	V-56 intersection is an HMA connection on the north and a PCC with HMA overlay on the south. No jointing. At the V-68 intersection we are PCC overlaying with the same spacing we use on mainline.	2010-10-06 17:05:29
October 19 <sup>th</sup> 2010	102	The jointing detail on sheet L.2 of the plans indicates that the starting taper of the turning lane is 2' wide.(STA 348+02.1) Since the adjacent shoulder pour to the east is 4' wide, is this dimention in error? Also why does this pour, as described on L.2, have to be built in a separate stage?	This will be addressed in a future addendum.	2010-10-07 11:35:36
October 19 <sup>th</sup> 2010	102	The estimate reference information for Item 10-Class 10 states- "Bid price includes removal of silt from culverts and repair of undermined pipe and aprons." Please explain what is the intention of "repair of undermined pipe and aprons." Isn't this work being done and paid for under all the pipe items?	refer to addendum 19oct102.a01.	2010-10-15 17:11:07
October 19 <sup>th</sup> 2010	102	Please detail what is expected by Item 260-Surface Preparation.	Refer to Article 2310.03B Preparation of Surface in the Standard Specifications.	2010-10-06 17:21:45
October 19 <sup>th</sup> 2010	102	The PCC Paving detail on plan sheet B.2 shows that the mainline shoulders in the reconstruction areas are 6' wide. The shoulders for the rest of the project are only 4' wide. Why is the pavement 2' wider in these small areas?	They are wider in these areas for staging purposes. The shoulder strengthening is 6 feet wide in these areas.	2010-10-06 17:23:36

October 19 <sup>th</sup> 2010	102	The estimate reference information for Item 50-Paved Shoulder, Hot Mix Asphalt Shoulder, 8" refers you to tab 7156 on plan sheet B.8. This tab covers 1,332.8 SY and the notes say that 8" PCC may be substituted pending approval of jointing layout. If the 8" PCC option is utilized the remaining quantity for this item of 8" asphalt would only be 1,458.2 SY. Can a contractor have the option of building this entire item with 8" concrete?	The contractor can use 8" concrete if they desire.	2010-10-18 10:44:29
October 19 <sup>th</sup> 2010	102	Please review the paving tabs on sheet B.2 and the Removal of Pavment Tab 110-1 on sheet C.10. The areas of removal and areas of replacement do not agree. For example, B.2 indicates that there will be a 175' transition pour made on each side of an existing structure. The pavement removal tab shows removing 101.9 LF on one side of the bridge and 317.8 LF on the other side. The paving at west end of the project also is in error.	At the west end of the project we have 105' of paving with 70' of bridge approach. $105 + 70 = 175$ The area of the 317.8 feet of pavement removal is at the intersection of W-14 and as a constructability issue we are removing additional pavement and paving through the intersection to the end of the turn lane on the north side of the road.	2010-10-06 17:11:55
October 19 <sup>th</sup> 2010	102	Note 4 on sheet B.1 states- Provide a vertical clean edge. The existing paving is 6" on HMA over concrete. The Class 13 only excavates 4" along the side of this HMA pavement. The finished pavement entirely covers this edge. Please define what is an acceptable vertical edge as it applies to this construction situation.	This area will need the HMA to be saw cut from the 24' wide pavement. With overlays the width of the overlays would go beyond 24'. This will be incidental to the class 13 excavation.	2010-10-06 17:08:56
October 19 <sup>th</sup> 2010	102	Please review the bid quantity for Item 40-Granular Shoulders, Type B. It appears that the estimated tons per station, as detailed on sheet B.1 under the PCC Overlay tab is in error. This quantity was then doubled which appears to have compounded the error. In addition, allowing the use of the Class 13 material has the a strong potential of substantially reducing the required virgin shoulder material.	This will be addressed in a future addendum.	2010-10-06 17:15:28
October 19 <sup>th</sup> 2010	102	Please explain what the 350' hatched areas on each side of the bridges and the 400' hatched area on the end of the project are indicating. These are shown on plan sheet J.3.	The hatched areas on the plan sheet J.3 are the rough reconstruction areas.	2010-10-06 17:09:53

October 19 <sup>th</sup> 2010	102	GS-09002 defines payment for Flaggers and Pilot cars for each shift worked. This project requires Flaggers and Pilot cars to work 24 hours a day. Based on the GS-09002 statement that " A shift is a scheduled period of work for the contractor's operations", what is the IDOT's interpretation of a shift length when a contractor is working twenty-four hours a day?	A shift would be how long each of the contractor's crews work. It would not be based on the flagger's shifts if they choose to work different shifts than the contractor. Example: If the paving contractor has two crews that each work 12 hours, the number of flaggers needed each day would be two, even if there are three flaggers that each work 8 hours.	2010-10-14 18:11:49
October 19 <sup>th</sup> 2010	102	Is the CY of concrete for the safty fillet at centerline figured into the total CY for the mainline paving? 613 CY???	Yes	2010-10-14 18:23:05
October 19 <sup>th</sup> 2010	102	Where is the 7 Ac of seeding located?	This item is for areas disturbed during construction. It would be scattered throughout the entire project. It would include areas disturbed by patching, sideslope and foreslope flattening, pipework and other areas disturbed by construction.	2010-10-15 12:32:07
October 19 <sup>th</sup> 2010	102	Sheet J.8 of plans has a note about when a centerline drop-off exists there is a limit imposed on maximum length of roadway open to 2 lane 2 way traffic. As the first side to be paved is poured and the fillet detailed in the upper left on the same page is built, will this situation still be considered a centerline drop-off ?	yes, it is a drop-off, otherwise a fillet wouldn't be needed.	2010-10-15 17:14:55
October 19 <sup>th</sup> 2010	102	Please define what a centerline drop-off is on page J.8 because on J.9 you are putting in a PCC fillet.	yes, it is a drop-off, otherwise a fillet wouldn't be needed.	2010-10-15 17:15:56
October 19 <sup>th</sup> 2010	102	Are there any safety concerns by the DOT by eliminating the temporary white edgeline and only giving the traveling public a 12 ft lane?	No.	2010-10-15 17:17:05
October 19 <sup>th</sup> 2010	102	Can the entire permanent white edgeline be painted when the paving operation is completely finished. If not, when is it expected to get painted? Thank you	Needs to be painted before you open up the roadway to traffic.	2010-10-15 17:18:14
October 19 <sup>th</sup> 2010	102	I am confused by the answer to painting the edgeline before you open the road to traffic? Do you want it painted in it's permanent location; if you do traffic will have to straddle it due to being shifted. If you are saying to paint it after you match up you can't because traffic will be driving on it and you won't have access to it. Thank you	The DOT wants the edge line painted at its permanent location. This means that traffic will have to straddle the edge line. This answer has been revised from an earlier posting.	2010-10-18 12:21:48

October 19 <sup>th</sup> 2010	102	I am requesting further clarification regarding the temporary centerline fillet and associated traffic control. Is two lane, two way traffic limited to seven miles as per the note on sheet J.8, even though a temporary centerline fillet is required as shown on sheet J.9?	Yes, two lane two way traffic is limited to seven miles.	2010-10-18 11:27:46
October 19 <sup>th</sup> 2010	103	We are a subcontractor to Peterson Contractors on the sister project to this job in the NB lanes---it is presently under construction. The work we are now building has special backfill under the pcc paving. This has made the construction easier, especially at the north end in the space between the two closest bridges where construction of a haul road to stay off the subgrade would have been very expensive. Can the aggregate base be changed to special backfill for this project also to facilitate construction as on the present job ? Thanks	No, granular subbase is the preferred material.	2010-10-15 16:47:12
October 19 <sup>th</sup> 2010	103	On C.10, Loop E, Station 3028+18.9 - 3029+41.1 tabulation doesn't calculate, and is not noted in the total quantity of pavement - is this to be added to the total quantity? Also Loop E 1284+00-1289+34.9 area is noted, but not added to the total area by pavement thickness - is this to be added to the total SY quantity? Please clarify.	Please see ADDENDUM 19OCT103.A01.	2010-10-14 18:07:18
October 19 <sup>th</sup> 2010	103	The proposal for BO#103 states that Predetermined Wages Are Not In Effect. BO#00A which combines BO#103, 018,019 and 020 states that Predetermined Wages Are In Effect. Please determine if there is a wage scale on #103. Thanks.	The proposals are written correctly, no actions will be done.	2010-10-12 16:31:43
October 19 <sup>th</sup> 2010	103	On sheet N.3, Tabulation 190-50 lists two 2'8"x9' footings. Where is the bid item for these?	If these footings are required, they will be addressed by extra work order.	2010-10-15 16:45:57

October 19 <sup>th</sup> 2010	151	Please review requirements for bid items 0040 and 0050. Contradictory or incorrect jointing requirements for RR-2 and PV-1. L-1 joints and BT-5 joints in 8" paving? R.T. joints in full width RR-2 patches?	-There is a BT-5 Joint in the Proposed 6" PCC that abuts the Existing 8" PCC as shown in the 'Curb and Gutter with Proposed PCC Pavement Detail' on Sheet B.02. - The BT-5 Joint in the Proposed 8" Curb and Gutter that abuts the Existing PCC is correct. This is due to the 2" offset of the two pavements to accommodate for the 2" HMA Overlay. This is shown in the 'Curb and Gutter with 4' Concrete Band Detail' on Sheet B.02. -The L-1 Joints shown in the 'Full Depth PCC Patch Detail' on Sheet B.01 should be L-2 Joints in the Proposed 8" PCC. -Yes. The contractor shall provide RT Joints in the full width PCC Patches.	2010-10-14 18:25:53
October 19 <sup>th</sup> 2010	305	Is the Ph1 Dirt.ttm File that the DOT Provided Top of Paving Elevations or Top of Dirt Subgrade Elevations (Finish Grade, Or Subgrade)	The "Ph1_Dirt.ttm" reflects the top of subgrade as shown on the typicals in the plan.	2010-09-29 11:30:29
October 19 <sup>th</sup> 2010	305	Can the DOT Provide a Planview File in DWG or DGN Format. None of the Files Provided have linework for paving limits in a format that we can use.	The file "77035153.DSN"(which is located under the folder "CAD_FILES") contains linework for the project. This file meets the requirements of DS-09018.	2010-09-29 11:31:09
October 19 <sup>th</sup> 2010	305	Can the DOT Provide an Existing TOPO in DWG or TTM format. The existing surface that the DOT provided is compiled of Cross Sections that are not as accurate as the original TOPO File. Using accurate DWG files or Plan View files are very important when designing grading files for machine control as well as checking quantities prior to bid. In the future would it be possible for the DOT incorporate providing DWG files into the Developmental Specifications for projects specifying Machine Control?	An existing ground GEOPAK TIN file is now available on BidX. Please see DS-09018 that defines what electronic data files will be made available with the proposal form.	2010-09-29 11:29:34
October 19 <sup>th</sup> 2010	305	Can we get the existing ground topo in Landxml(xml)format?	A Landxml(xml) file is not available, a Geopak existing ground tin file is available through Bid Express.	2010-10-14 18:09:03
September 21 <sup>st</sup> 2010	002	Power lines running along the north side of the bridge will interfere with pile driving. Has the county arranged to have them relocated, and how long will it take?	The county has contacted the power company. Please refer to General note 1 on sheet C.01 and Article 1107.15 of the Standard Specifications for further information.	2010-09-16 14:37:55

September 21 <sup>st</sup> 2010	004	PCC paving is on top of granular subbase--the shoulders as per template are not wide enough to use as a haul road--will this require half width paving or can the requirement about not having traffic on the granular subbase be waived	Having traffic on the granular subbase will not be waived.	2010-09-17 16:54:04
September 21 <sup>st</sup> 2010	006	Item number 170 Concrete Grout for Fabric Formed Concrete Revetment is bid in C.Y. The Development Spec shows S.Y. as a basis of payment. Is this grout for the rip rap or for the Fabric Formed Concrete that the grout is pumped into?	See addendum 21sep006.a01	2010-09-15 18:25:50
September 21 <sup>st</sup> 2010	006	Item 21 - Removal of Asbestos. In what portion of the structure is Asbestos contained? Chromium and Lead scratch tests were completed, according to the plans, indicating high levels of ONLY those two toxic constituents.	See addendum 21sep006.a01	2010-09-15 18:26:10
September 21 <sup>st</sup> 2010	006	On line item 80 it is calling for 81,725 lbs. reinforcing steel. Weight for the abutments, superstructure and open rails comes to 76,314 lbs. Could you please recalculate the weights?	See addendum 21sep006.a01	2010-09-15 18:26:31
September 21 <sup>st</sup> 2010	007	Structural Steel Railing, Traffic call for the *" x 4" 4" x 4" Tube to have a Longitudinal Charpy V-Notch Requirements of 15 Ft/Lbs. At 0 degrees F. Why is this required?	This is required to insure adequate toughness of the steel rail.	2010-09-20 12:49:13
September 21 <sup>st</sup> 2010	009	A bike trail passes under the south end of the bridge. Will it be open to traffic? Will any signs be required to close it or keep it open?	Keep it open, the traffic control plan states that "Through traffic will be maintained on the project at all times."	2010-09-17 12:18:38
September 21 <sup>st</sup> 2010	011	When does the approach grading get completed and when does the existing bridge get removed?	The approach grading should be completed by the end of the 2010 construction season. The existing bridge should be removed no later than Mid year 2011.	2010-08-30 09:07:10
September 21 <sup>st</sup> 2010	011	Plan note on Sheet C.1 refers you to plan IM-080-5(273)142--13-77 for pavement removal and replacement for bridge pier placement. When reviewing the (273) plans it appears that pavement is being added to the median and that TBR is going to be placed directly over where the pier footings go. Is there a missing detail showing the TBR being moved for the bridge pier construction? It doesn't look like there is enough room in the median for materials and equipment for performing the work.	There are no missing details. The northbound turn lane will be shortened using TBR during construction of the new bridge piers. When the bridge contractor is finished with the pier work the new pavement and shoulder will be constructed and the TBR will be moved to the location shown on Sheet J.2 in the (273) plan. The new pavement/shoulder and TBR placement and relocation are all covered by the (273) contract. It is only necessary for the (272) contractor to coordinate his work on the piers with the (273) contractor.	2010-09-14 12:26:48



September 21 <sup>st</sup> 2010	013	Bid Item 20. STRUCTURAL CONCRETE (BRIDGE). IS THE TOTAL QUANTITY HIGH ABOUT 10%?	This is the quantity calculated by the designer. The reference note does not mention that any additional quantity has been included.	2010-09-17 12:02:23
September 21 <sup>st</sup> 2010	102	Can 100% RAP be used for the granular shoulders on this project. 2121.02 D implies that it can be.	No, you must still meet Article 2121.02E as follows: E. Recycled crushed PCC, RAP, or crushed composite HMA and PCC may be uniformly blended with crushed stone. Limit recycled materials to total no more than:30% of the shoulder aggregate for new construction, and 50% of the total for existing granular shoulders.	2010-08-31 17:06:11
September 21 <sup>st</sup> 2010	102	Is the borrow needed for stage 1 2 Construction to be provided by the contractor?	For all three projects on the contract, no contractor furnished borrow is needed.	2010-09-14 12:00:36
September 21 <sup>st</sup> 2010	102	Bid item 0800 lists a 6" driveway, but sheet L.07 shows jointing as L-2, KT-2 and C.D. joints. Which is correct? Also, a complete jointing plan would be nice for paving areas that are variable in width on Hwy 169.	See addendum 21SEP102.A01.	2010-09-17 12:23:48
September 21 <sup>st</sup> 2010	102	The plans do not state how much of the job has an existing machine control model available. Is there an existing machine control model available for much of the job?	The Machine Control Grading files are available on BIDX in the plan room.	2010-09-16 16:47:39
September 21 <sup>st</sup> 2010	103	The typical sections on sheet B.1 indicate that 8" granular subbase meeting 4121 crushed stone, gradation No. 12A shall be used. There is also a conflicting note indicating the pay limit for modified subbase. The question is will the owner change the bid item to modified subbase in lieu of granular subbase? The use of granular subbase will force half width concrete paving since this is an urban section.	See addendum 21sep103.a01.	2010-09-17 12:06:55
September 21 <sup>st</sup> 2010	303	Has IDOT had any discussion with adjacent property owners about discharge piping and ditches for the Dewatering Operations for Borrow B or C. It appears that there is no good way to discharge the dewatering water from the IDOT Right of Way. Along with this thought has any consideration been given to how the dewatering operation will affect the water supply for the residence close to either borrow?	No. Dewatering shall take place inside of IDOT right of way utilizing unnamed existing and/or new ditches.	2010-09-17 12:14:34

September 21 <sup>st</sup> 2010	307	You have an Item for pavement removal and you also have an Item for full depth finish patch by area which includes full compensation for removal of existing pavement. Is this right?	See Addendum 21sep307.a01	2010-09-16 15:49:57
September 21 <sup>st</sup> 2010	981	On the estimate reference information for the paved shoulder it refers you to sheet B-3 for jointing details. Is this sheet missing?	Look on sheet D.3	2010-09-17 12:13:06
August 17 <sup>th</sup> 2010	002	The plans show cast in place concrete intermediate diaphragms. Is there a reason for not using structural steel diaphragms? Would they be allowed as an option?	Since this is a curved bridge with the beams laid out radially, every diaphragm would be a different length. In addition, the locations of the holes cast in the beams would need to be varied throughout the bridge. These issues will complicate construction and significantly increase shop drawing review time. Therefore the steel diaphragm option will not be allowed.	2010-08-09 10:31:37
August 17 <sup>th</sup> 2010	006	This job has one start date of 9-20-10 with 30 days to complete Stage 1 shown on plan sheet C.3. the note on that sheet says completion by April, 2011. there is a second start date in the proposal of 4-25-11 with 70 days to complete Stage 2. there is an overall contract start date of 9-20-10 with 100 working days and no free winter time. How do we reconcile a start date of 9-20-10 and 100 days with a second start date of 4-25-11 and 70 days? the overall contract period of 100 days will run before we reach the second start date of 4-25-11.	The intent of the contracting authority is to complete stage 1 construction in the fall of 2010. After stage 1 is complete no working days will be charged for site number 01 and Working days for the Contract site number will be suspended. Charging of Working days will resume on the Late start date for site number 02 or when stage 2 construction begins whichever is first. The note for stage 1 that says complete by April 2011 is in error and the Proposal/contract period information supersedes that note.	2010-08-16 09:37:47
August 17 <sup>th</sup> 2010	102	There are several washouts of the railroad embankment caused by recent flooding. Will these repairs be repaired as a qty over run on the Class 10 Excavation. Some of these washouts will require a culvert or they will continue to occur.	Any additional work not included in the plans will be added by Extra Work Order/Change Order.	2010-08-16 17:54:08

August 17 <sup>th</sup> 2010	106	Item 3 is granular subbase with spec section number 2111, but some of the plan specific direction is not normal to granular subbase--it is using milled acc, and has density requirements instead of a rolling pattern. Looking at the typical on plan page 19--I am confused as to where 9.5" of material is going to come from---there is only 4.75" of milling, unless the 6" of sand and rock noted underneath the acc is to be incorporateda also--the pay itme is for place only and does not metion anything but the acc milling--- can you please clarify, and perhaps change the construction methods to those typical with modified subbase---Thanks	The 9.5" of granular subbase results from the combining 4.75" of HMA and the 6" of sand and rock that are shown side by side on the typical cross-section on Sheet 19. The excess is to be hauled away under Item 2, Waste Material. The HMA milling is covered under Item 6, Pavement Scarification. The construction method is to be done as designed.	2010-07-28 12:00:03
August 17 <sup>th</sup> 2010	106	The project includes repairing brick structures (intakes-manholes)with shotcrete---are there any qualified contractors for this work within the city's or IDOT's knowledge base that we could have as potential contacts for subcontractors ? Thanks	The City of Washington nor the IDOT have a list of contractors or suppliers and we would suggest that you use all available recourses including trade magazines and the internet in aiding you in locating a contractor or vendor for this product. (Manhole Rehabilitation, Shotcrete or Gunnite)	2010-07-28 11:59:18
August 17 <sup>th</sup> 2010	106	You have answered a question relating to the granular subbase item on this project (thanks for clarifying the intent) and have indicated it is to remain as designed--the project involves concrete paving 24 feet wide between existing curb and gutter per the typical you refer to on plan page 19---if we cannot back on the material (granular subbase) per spec, are we to pave the project half width---it is in an existing urban setting which would require considerable expense and property owner issues (perhaps even easement trouble) to construct a haul road outside the existing gutter--it would seem much easier and less expensive to change the item to modified subbase so we can back on the grade, or waive the granular subbase requirement relating to staying off of the material during construction of the PCC--thanks.	See addendum 17aug106.a01	2010-08-16 17:56:06

August 17 <sup>th</sup> 2010	106	Please read the item description for item 37 in the plans PAVEMENT SURFACE REPAIR (diamond grinding)--The diamond grinder we have is not capable of doing the work you are talking about--it can only get to within about 12 to 14 inches of the face of the curb, which is representative of most machines of this nature---also it does not pick up the material, and because of the slurry like nature this material is unfit for use as base---this seems work more suited to roto-mills---thanks	See addendum 17aug106.a01	2010-08-16 10:17:10
August 17 <sup>th</sup> 2010	106	Please review joint plan on sheets 10 and 25. ???????????????	See addendum 17aug106.a01	2010-08-16 10:16:03
August 17 <sup>th</sup> 2010	106	Do you have any type of patch tabulation for the partial depth pcc patching?	No tabulation is available.	2010-08-16 10:20:10
August 17 <sup>th</sup> 2010	106	Item 37 needs to be done by a mill. Not a grinder.	See addendum 17aug106.a01	2010-08-16 10:17:58
August 17 <sup>th</sup> 2010	106	Item 27-What type of warning panels are wanted; precast, armor tile, or cast iron? Where do they go, only 1 corner per intersection is marked to have panels (not enough for 208 SF), but if all corners receive panels (too many needed for the 208 SF given)? Item 29-I found 2 small areas for driveway replacement, not enough for 580 SY, where are the remaining? Item 36-Is there just the one patch?	Item 27, Detectable Warnings for Curb Ramps: The type of panel is up to the contractor as long as it meets specifications. Item 29, Driveway, P.C.C., 6 inch: The quantity is correct and is to be placed at various locations. Item 37, Partial Depth Patch: The quantity is for one patch.	2010-08-16 17:52:53
August 17 <sup>th</sup> 2010	151	ON PAGE 2 IN THE REFERENCE INFORMATION REF. NO. 6 IT STATES 'THE CONTRACTOR SHALL REMOVE THE EXISTING ENGINEERING FABRIC FROM THE RECYCLED ASPHALT MATERIAL.' HOW IS THIS TO BE DONE?	See Specification 2318.03C2	2010-08-16 17:57:52

August 17 <sup>th</sup> 2010	352	How is the electronic sign inventory system being paid for? Will more notebook computers be needed if more than one crew working? 10 days from the notice to proceed is a short period of time to get this up and running can more time be given? Why is there no Traffic Control item? Why is there no Mob item? The notes say that the contractor must give the IDOT 2 months before picking up the signs but it also says that the contractor is to start 10-4-10 which note is right?	Electronic sign inventory is considered incidental to the sign installation bid items.No extra notebook computers will be needed.10 days is considered an appropriate amount of time to implement this. No additional time will be granted.As per sheet C.01 items 1 through 9 estimate reference notes mobilization is to be included in the bid item price.The work sequence notes on sheet A.01 shall dictate the work sequence. The signs for Division One will be produced in advance for the start date of no later than 10/4/2010. The remaining division signs shall be produced based on the 2 month notification specification as per C.02 General Notes.	2010-08-03 16:50:37
August 17 <sup>th</sup> 2010	352	Please provide the size of the signs and how many mounting holes per sign?	Signs are 24" X 42" There are 3 fastening points on each sign. The contractor is to supply hardware needed to mount signs per STANDARD ROAD PLANS Tab 105-4 on Sheet A.01	2010-08-06 11:45:56
August 17 <sup>th</sup> 2010	352	Sheet C.02 of the general notes #5 Why is not the predictive mapping indicating the approximate sign locations per byway route and the jurisdictional contact information provided before the bidding so an accurate labor number can be arrived at instead of after the letting to the successful bidder per the note?	The "predictive mapping" is a set of 11"x17" maps separated into sets per byway which illustrates the byway route at a 1" = ¼ Mile scale. The location of a byway sign assembly is representational and can have a tolerance of 300' in any direction. The predictive mapping is currently being developed and not yet available. In addition, the maps will yield 500+ pages. The number of signs and the mileage should be sufficient in establishing an accurate labor estimate.	2010-08-09 10:34:02
August 17 <sup>th</sup> 2010	352	On sheet C.02 in the general notes #4. Fasteners - Vandal/Theft resistant bolts and nuts. Are the 3/8 x 1 1/2, 5, and 7 inch bolts to meet this note? If so, then they don't meet section 4186.09 of the supplemental specs. Which bolts are to meet the vandal resistant note? Please clarify.	Vandal/theft resistant fasteners are required for the mounting of all byway and auxiliary sign and are not required to meet Supplemental Specification Section 4186.09.	2010-08-13 09:43:00
August 17 <sup>th</sup> 2010	352	In reference to a previous question that was asked. Why is the sign inventory considered incidental to the installation items? The installation items and the sign inventory are two completely separate functions that should stand alone to be bid by themselves. It would appear that the actual cost of the inventory system needs to be hidden.	See addendum 17aug352.a02.	2010-08-13 09:37:10

August 17 <sup>th</sup> 2010	352	Is a list of approved suppliers and contact information for the electronic sign inventory system for this project available from the IDOT?	See addendum 17aug352.a02.	2010-08-13 09:37:54
August 17 <sup>th</sup> 2010	352	Referring to Sheet B.02 Item E and F. Would you please give an explanation of what is considered a universally adjustable band mounted sign bracket for this project by description or by product name and model number?	A universally adjusted band mounted sign bracket must have the capability to adjust to fit the actual sign size and it must be able to connect to the support pole/post which could be in a vertical or a horizontal orientation.	2010-08-09 11:18:53
August 17 <sup>th</sup> 2010	352	Is Initial Inventory of signs required prior to the upgrading project?	See addendum 17aug352.a02.	2010-08-13 09:38:48
August 17 <sup>th</sup> 2010	352	Does the DOT need information about all the other signs that are not byway signs at that same location (route auxiliary, other?)	See addendum 17aug352.a02.	2010-08-13 09:40:28
August 17 <sup>th</sup> 2010	352	Will the work plan be detailed enough to itemize the type of work at each location?	Yes.	2010-08-13 09:40:52
August 17 <sup>th</sup> 2010	352	Does the inventory need to include the route and auxiliary signs or just the "new" byway signs?	See addendum 17aug352.a02.	2010-08-13 09:41:09
August 17 <sup>th</sup> 2010	353	On sheet p.03 circuit T-O references makes reference to NOTE 2, where is note 2 located?	Note 2 was removed from the sheet when this project moved to a different letting. There is no note 2.	2010-08-10 09:58:03
July 20 <sup>th</sup> 2010	003	The estimate of quantities shows 20cy of concrete for pier construction. It also shows 160' of encased piling. Which is correct?	The 20 cy of concrete for the pier is for the pier cap. This is not an incidental item, but is paid by the structural concrete bid item 2403-0100010. The total structural concrete quantity is 21+ 20 + 141.1 = 182.1 cy. The 160 LF is for the pile encasement and is not the same concrete as the pier concrete.	2010-07-08 15:31:43
July 20 <sup>th</sup> 2010	003	The estimate of quantities shows 1558# of reinforcing steel for the piers. Is this rebar incidental to the concrete encasement of steel H-pile?	The 1558# of steel is to be paid for through the reinforcing steel bid item and is not incidental to the concrete encasement. Some time ago the DOT requested that the steel amounts and concrete amounts be separated to show where the steel is placed.	2010-07-08 15:20:48
July 20 <sup>th</sup> 2010	004	A 16" watermain attached to the bridge is to be removed. How much of it comes out? Does the City intend to disconnect and abandon it prior to removal?	Please see Sheet Number 34 WATER MAIN DETAILS for information on removing and temporarily turning off an reconnecting service.	2010-07-14 17:19:11



July 20 <sup>th</sup> 2010	004	I'm still not understanding the intent here regarding the 16" water main. The existing water main has to be removed during bridge demolition. The new 16" water main is to be suspended from the new bridge deck. The note on plan sheet 34 says we can only shut off the water for 8 hours. There's only one being who could build that bridge and reconnect the water line in 8 hours and I don't think He's bidding.	1. The contractor shall shut water off between the two closest existing valves from the bridge. 2. The contractor then has up to 8 hours to install the new 16" Gate Valve and Box on each side of the bridge as shown in the "Water Main Plan" on design sheet 33. After installing the valves as shown in the plans the water shall be turned back on at the existing valves. The new valves shall act as dead ends during the project until after the new bridge is built and the new 16" pipe is installed under the bridge as shown in the plans. There are no known services between the two new proposed 16" Gate Valves; therefore we will not need any temporary service lines. 3. After the new pipe is installed (near project completion) the new valves can be opened allowing for continuous flow between the original valves	2010-07-15 11:50:22
July 20 <sup>th</sup> 2010	008	Does the DNR Permit obtained by the Iowa DOT cover Contractor dredging?	A copy of the DNR permit is available from the office of contracts by calling 515.239.1414.	2010-07-13 14:54:05
July 20 <sup>th</sup> 2010	008	There is 4367 CY of CL 20 Excavation in the Estimated Quantities but I cannot find it tabulated in the plans any where. Can you provide locations of the the CL 20 Excavation?	The class 20 excavation quantity is the excavation for structures above the rock (class 22 excavation) for the bridge abutments, retaining walls, and stairs.	2010-07-14 09:29:27
July 20 <sup>th</sup> 2010	008	On plan sheet # 77 There is a WT 7 x 45 called out at the intersection of the "Micropile Retaining Wall" the "NW Retaining Wall" Can that WT section be made with two welded plates, In-Luew of the rolled section?	Under Review	2010-07-15 14:16:21
July 20 <sup>th</sup> 2010	008	Based on information relayed by specialty subcontractors is the 0.2 in/sec PPV correct or should it be 2.0 in/sec?	The maximum PPV level of 0.2 in/sec is correct. The contractor's evaluation may deem it necessary to use a lower threshold.	2010-07-19 11:46:17
July 20 <sup>th</sup> 2010	008	Based on vibration limits will chemical splitting agents be allowed as a method of rock excavation?	No, but it could possibly be considered as a value engineering proposal.	2010-07-19 16:25:20
July 20 <sup>th</sup> 2010	010	Will the piles require rock points?	Pile points are not required.	2010-07-06 17:14:59
July 20 <sup>th</sup> 2010	012	Please clarify what the bid item Granular Backfill is for.	Plan Sheet D.01 at STA 9+00 RT (existing 76 LF 30" CP remove)it also shows in the profile.	2010-07-16 10:36:05
July 20 <sup>th</sup> 2010	015	What is the bid item for 158 tons of CL E revetment for? The rip rap for the splash basins is shown as incidental to the Structural Concrete bid item.	The bid item for CL E revetment is for the Rock Flume shown on sheet 6.	2010-07-14 17:26:49

July 20 <sup>th</sup> 2010	017	With 9759 mm of fill over this box culvert shouldn't bell joints be required?	Bell joints are not required for this project. The designer said the following: " When we have estimated settlements less than 150 mm (6 inches), we do not use bell joints until the fill height reaches 10 500 mm (35 feet). For this culvert the estimated settlement is negligible and the fill height is 9750 mm, so no bell joints are required. When settlement information is not available, we automatically use bell joints for fills over 6000 mm (20 feet) for single barrel culverts and 4500 mm (15 feet) for multiple barrel culverts."	2010-07-07 11:19:38
July 20 <sup>th</sup> 2010	101	Should this project have an item for earth shoulder finish or earth shoulder construction?	Backfilling adjacent to the curb more than 6" below the finished grade is included in the cost of Class 10 Excavation. Backfilling the top 6" is included in Topsoil, Strip, Salvage and Spread.	2010-06-30 14:26:58
July 20 <sup>th</sup> 2010	102	This job has a DS-09043 for PCC Pavement non-destructive thickness determination. It also retains the bid item for samples. Please clarify if the contractor is responsible for the entire process, which would require us to obtain a MIT Scan T2 gauge--or will we simply furnish just the plates and placement etc, and the Department will use their T2. Thanks	In DS-09043, article 2301.04 A.2.b. states "The engineer will determine the locations and measure for thickness according to Appendix A." The contractor only has to core the pavement if there is a thickness deficiency, as stated in Appendix A, article E. The engineer will provide all apparatuses shown in Appendix A.	2010-07-14 17:35:54
July 20 <sup>th</sup> 2010	102	Tab 100-24 on sheet C.18 shows some of the "mainline" on Highway #30 as 24' and most as 26'--the typical shows only 26'--is it a typo in the tab, or are the denoted sections changing ? Thanks	The tab on sheet C.18 is correct. Refer to the L sheets and U.9 for more information.	2010-07-02 10:29:56
July 20 <sup>th</sup> 2010	102	It will be difficult to complete the work in the time allowed. Can the contract period be changed to permit some US 30 mainline construction in 2012?	No, the contract period will not be changed. Due to the road conditions, and in order to maintain public satisfaction, the contract period will remain the same.	2010-07-07 17:04:02
July 20 <sup>th</sup> 2010	102	A question was asked and answered about the contract period not being changed. It related to pushing work into 2012. Could a phase on the mainline be done this year, or does the provision of note 1 of the traffic control plan on sheet J.1 preclude any mainline work until 2011 ?	Bid the project as it is shown in the proposal. Per section 1108.02.C.2. a request to start work before the approximate start date may be made after the contract is awarded.	2010-07-14 09:25:59
July 20 <sup>th</sup> 2010	102	Are there asbuilt drawings of the existing paved shoulders? The existing pavement typicals on sheets B.10 B.11 refer the details of existing shoulder design and construction to other drawings.	Please refer to addendum 20jul102.a01.	2010-07-14 17:12:05

July 20 <sup>th</sup> 2010	102	Under Reference Information Sheet C.3 Item 1 Special Backfill the total quantity listed is 60,589 TN. Proposal shows 53,764 TN for this item. Also Quantity for Special Backfill listed on Sheet U.2 does not match the Special Backfill Quantity listed on Tab 112-8 Sheet C.20 for the Ramp Crossover at STA 1505+50.	Please refer to addendum 20jul102.a01.	2010-07-14 17:13:41
July 20 <sup>th</sup> 2010	102	What is the depth of the shoulders along Hwy 30? Are they the same depth as the overlay?	Please refer to the typical sections in the B sheets.	2010-07-13 14:45:47
July 20 <sup>th</sup> 2010	102	On Sheet C.18, several of the lane widths or the SY areas are incorrect from US 30 Sta 1423+25 down to 1533+29 it appears the lane widths are inverted (24' calculates at 26' or vice versa) Also 1095+00 - 1195+75 the stations figure 10,300', but the length states 9931.1. That's 1066 SY off. This Tab sheet is not correct as stated in the prior questions. What are the correct lane widths and lengths?	The tabulation on sheet C.18 is correct. The typical section is 26' wide, but it drops to 24' wide when there are ramp tapers and outside acceleration and deceleration lanes. Sheet A.1 shows several equation stations, which are reflected in the tabulation.	2010-07-14 17:14:31
July 20 <sup>th</sup> 2010	102	The bid item for Special backfill shows 53764 Tons and the Estimate Reference sheet identifies 60589 tons. Which is correct?	Please refer to addendum 20jul102.a01.	2010-07-16 17:15:58
July 20 <sup>th</sup> 2010	102	I don't see that there is any allowance in the Class 13 Quantities for removal of the special backfill in the median crossovers. Typically this is included in the class 13.	If this quantity is not included in the plan, and if the removal of special backfill is needed, it will be added by extra work.	2010-07-19 10:14:23
July 20 <sup>th</sup> 2010	102	I see there is no information in the tabulation of existing pavement about the reinforcement type. Is it Continuous Reinforcement or other. Please clarify.	Please refer to addendum 20jul102.a04.	2010-07-19 10:23:18
July 20 <sup>th</sup> 2010	103	Can the asphalt millings be used in the aggregate shoulder operation? Can the excess Class 13 be used in the aggregate shoulder operation?	This project/proposal is being WITHDRAWN. Tentatively rescheduled for the September 21, 2010 letting.	2010-07-19 16:53:27
July 20 <sup>th</sup> 2010	103	Item 150 is for Portland Cement Concrete Pavment Samples. Should an item be added to pay for the Payment Adjustment Incentive/Disincentive for PCC Pavmentment Thickness?	No. Payment Adjustment Incentive/Disincentive for PCC Pavment Thickness is not required on QM-C amounts less than 5,000 SY.	2010-07-19 16:24:22
July 20 <sup>th</sup> 2010	103	On plan sheet B.2 the two typicals indicate that earth shoulder construction is required. Should an item be added to pay for this operation?	This project/proposal is being WITHDRAWN. Tentatively rescheduled for the September 21, 2010 letting.	2010-07-19 16:54:30

July 20 <sup>th</sup> 2010	103	The Removal of Pavement tab on Sheet C.4 only adds up to 3,200 SY. Item 450-Removal of Pavement has a quantity of 5,978 SY. Please provide a tab that details the entire removal area.	This project/proposal is being WITHDRAWN. Tentatively rescheduled for the September 21, 2010 letting.	2010-07-19 16:55:00
July 20 <sup>th</sup> 2010	103	On Plan Sheet B.2 the PCC Paving typical contains a note about HMA shoulders. Shoulder this note exist or are these concrete shoulders?	Added by Addendum 20JUL103.a01	2010-07-19 16:27:12
July 20 <sup>th</sup> 2010	103	GS-09001 defines payment for Flaggers and Pilot cars for each shift worked. This project requires Flaggers and Pilot cars to work 24 hours a day. Based on the GS-09001 statement that " A shift is a scheduled period of work for the contractor's operations", what is the IDOT's interpretation of a shift length when a contractor is working twenty-four hours a day?	A shift would be how long each of the contractor's crews work. It would not be based on the flagger's shifts if they choose to work different shifts than the contractor. Example: If the paving contractor has two crews that each work 12 hours, the number of flaggers needed each day would be two, even if there are three flaggers that each work 8 hours.	2010-07-13 11:59:22
July 20 <sup>th</sup> 2010	103	What is the required patch depth for bid items 0070 and 0080?	See addendum 20jul103.a01. Full depth repair patches are to be 16" thick.	2010-07-19 14:47:00
July 20 <sup>th</sup> 2010	103	Could a joint detail be provided for the V-56 intersection? Also please explain how the West end of the project is designed. The 9.5" tab on sheet b.o2 does not indicate that there is a full depth section at station 340+80.4 How does this work with a bridge approach that ends at Sta 343+10 and a right hand turn lane into V-48?	This project/proposal is being WITHDRAWN. Tentatively rescheduled for the September 21, 2010 letting.	2010-07-19 16:55:57
July 20 <sup>th</sup> 2010	103	Please review the RK-20 and the RK-26 bridge approaches. The square yards dont match the proposal.	See Addendum 20JUL103.a01	2010-07-19 16:30:17
July 20 <sup>th</sup> 2010	103	The mileage summary states that 140 feet should be deducted for the bridge at Sta 418+ 23. Sheet V.1 shows that the bridge is 20'-0 X44'. Please clarify. Also, there is a bridge at approximately Sta 81. A Tab on sheet B.02 shows full depth sections but Tab 112-6 on sheet C.4 does not indicate bridge approach pavement. Is this correct?	This project/proposal is being WITHDRAWN. Tentatively rescheduled for the September 21, 2010 letting.	2010-07-19 16:56:27
July 20 <sup>th</sup> 2010	103	Addendum for bridge approach is still incorrect. RK-20 (12") is 462.6 yards. RK-26 (10") is 1033.2 yards. Please review.	This project/proposal is being WITHDRAWN. Tentatively rescheduled for the September 21, 2010 letting.	2010-07-19 16:56:50

July 20 <sup>th</sup> 2010	103	The 8 inch paving was changed to 9.5 inch paving in the addendum but the quantity did not change. Is this the correct quantity?	This project/proposal is being WITHDRAWN. Tentatively rescheduled for the September 21, 2010 letting.	2010-07-19 16:57:15
July 20 <sup>th</sup> 2010	103	The tie bars were changed to number 5 from number 4 but it has not been stated where the bars change from 5 foot lengths to 6 foot lengths	See addendum 20jul103.a02	2010-07-19 16:22:56
July 20 <sup>th</sup> 2010	103	Addendum 20jul103.a01, page 3 of 11, Sheet c.2 -- We need to know how many days the Department will require to approve the contractor furnished and designed profile.	Per the addendum 20jul103.a01, paving must begin 15 working days after completing pavement scarification. The contractor must provide a centerline profile design to review within 10 working days after completing pavement scarification. That leaves the DOT at least 5 working days to review and approve the profile design.	2010-07-19 16:28:37
July 20 <sup>th</sup> 2010	103	If the state is requiring an accelerated work schedule, should there be incentive for completion in less than 180 days?	An accelerated work schedule can be combined with incentives but often there are no incentives added.	2010-07-19 14:44:59
July 20 <sup>th</sup> 2010	103	On page 3 of Addendum 20jul103.a01, Item No. 11, the first three sentences are self explanatory. We do not understand the rest of the note or how it applies to pavement scarification. Please clarify.	This project/proposal is being WITHDRAWN. Tentatively rescheduled for the September 21, 2010 letting.	2010-07-19 16:57:42
July 20 <sup>th</sup> 2010	103	It seems the quantities for the RK-20 and the RK-20 bridge approaches have been switched. The RK-20 should be 12" but is given the wrong square yards in tabulation 112-6. It seems the quantities have been incorrectly stated for the standards given.	Bid the quantities as shown in the proposal and addendums.	2010-07-19 11:44:53
July 20 <sup>th</sup> 2010	103	On page 2 of addendum 20jul103.a01 you call out Sheet B.2 on the typical "BAR" change #4 to #5 bar. Typical "BAR" is on Sheet B.6 B.7, is the intent to change both typicals to #5 bar?	This is a typo on page 2. The "BAR" typicals are on sheets B.6 and B.7 as stated in the pre-bid minutes on page 7 of the addendum. Both typicals are changed to a #5 bar.	2010-07-19 16:31:31
July 20 <sup>th</sup> 2010	103	Sheet V.1 indicates that bridge work will be performed at STA 418+23. Addendum 20jul103.a01 deletes guardrail and bridge approach sections at this structure. Is this correct?	Addendum 20jul103.a01 does NOT delete the guardrail and bridge approach sections. Some station numbers are revised with this addendum. No work is being deleted.	2010-07-19 11:49:27
July 20 <sup>th</sup> 2010	103	On page 3 of 11 of the 20jul103.a01 addendum what does the note "Base Widening is included" refer to?	It means that the quantity for 9.5" PCC Paving includes the quantity for base widening.	2010-07-19 10:24:06

July 20 <sup>th</sup> 2010	103	Addendum .a01, page 3 of 11 item #11, during the pre-bid it was made (I thought) pretty clear that the millings had to be hauled off. The addendum implies that the "millings may be hauled off", can they be swept onto the shoulder or not?	The addendum says that in order to use the millings in the shoulder it must be hauled off site and blended with new material. This does not allow just sweeping the millings onto the shoulder.	2010-07-19 10:12:32
July 20 <sup>th</sup> 2010	103	Plan Tab 110-1 and the information provided about the pavement removal item in addendum 20jul103.a01 still doesn't detail the entire bid quantity. Please provide this data.	This project/proposal is being WITHDRAWN. Tentatively rescheduled for the September 21, 2010 letting.	2010-07-19 17:00:28
July 20 <sup>th</sup> 2010	103	At the pre-bid it was decided that the cross slope, as detailed on page B.1 was to be a constant 2%. This has not been addressed in either addendum.	This project/proposal is being WITHDRAWN. Tentatively rescheduled for the September 21, 2010 letting.	2010-07-19 17:00:54
July 20 <sup>th</sup> 2010	103	Previous questions about how the west end of the project will be constructed and a joint detail for V-56 have not been addressed. Will this happen soon?	This project/proposal is being WITHDRAWN. Tentatively rescheduled for the September 21, 2010 letting.	2010-07-19 17:01:31
July 20 <sup>th</sup> 2010	103	Now that addendum .a01 has added earth shoulder construction for the entire project, what template are we constructing? At the pre-bid it was our understanding that this item was added to pay for shaping the class 13 material. Any additional shoulder work was not discussed or anticipated. Please explain the intention of this item.	This project/proposal is being WITHDRAWN. Tentatively rescheduled for the September 21, 2010 letting.	2010-07-19 17:02:27
July 20 <sup>th</sup> 2010	103	It was previously asked about the reference to HMA shoulders as detailed on B.2, detail PCC Paving. This has not been addressed. In addition, bid item 0045 has a quantity of 1,930 SY. The detail on sheet B8 only lists 1,174 SY. Please provide a correct tab.	This project/proposal is being WITHDRAWN. Tentatively rescheduled for the September 21, 2010 letting.	2010-07-19 17:02:58
July 20 <sup>th</sup> 2010	103	The addendum changes the bar size to #5 bar. At what locations?	The bars are part of the PCC overlay. The locations of the PCC overlay are shown on typical PCC PAVING on sheet B.2	2010-07-19 11:53:30
July 20 <sup>th</sup> 2010	104	Item No 140, HMA Paved Shoulders. On Tabulation 112-9, Sheet C.13, it shows paved shoulders from Sta 2024+56 to 2036+90 SB, Lt. Should this quantity be included in this contract?	Please reference ADDENDUM 20jul104.a03	2010-07-13 16:12:20
July 20 <sup>th</sup> 2010	104	Paving locations for bid item 0190 are confusing and incomplete at best. Please review.	Tab. 100-24 on Sheet C.06 show the quantities. The line from 2002+60 to 2010+00 and from 2002+60 to 2011+50 are not included in this project. The shading on the D-Sheets also shows the paving on this project.	2010-07-13 11:57:37



July 20 <sup>th</sup> 2010	104	What is the anticipated letting date; start date; and contract period for the bridge?	This information is not available at this time.	2010-07-14 17:21:19
July 20 <sup>th</sup> 2010	105	Bid item #30 Wood Posts, spec 4x6 posts. The signs going in these posts are mostly small trail signs and typically use 4x4 in posts.	Bid the plan for 4x6 posts. After the letting, after the project is under contract, this could be discussed with the contracting authority.	2010-07-15 14:13:24
July 20 <sup>th</sup> 2010	105	There are bid items for channel excavation, abutment excavation, and bridge approach pavement for the pedestrian bridge, but no structural concrete or rebar. Are the augered footings, structural concrete, and rebar incidental to the pedestrian bridge bid item, or should they have individual bid items listed?	Please read specification 2429.05 B., the Basis of Payment	2010-07-19 12:10:13
July 20 <sup>th</sup> 2010	106	Option C of this project requires most of the paving to be placed on granular subbase. Most of the paving is on an existing dam. The paving requires CD baskets. Can the requirement relating to not running haul units on the granular subbase be waived for this option to facilitate construction?	Please refer to addendum 20jul106.a02.	2010-07-07 17:06:51
July 20 <sup>th</sup> 2010	106	The contract period is 45 working days--this is adequate for the base bid, but may be short if the other options are awarded--will working days be prorated from the base bid or are the 45 days intended to be adequate to cover all options ?	The contract period of 45 working days is to cover all options.	2010-07-13 10:08:30
July 20 <sup>th</sup> 2010	106	What is the offset from the edge of the roadway in Option A to the edge of the trail ? Are there any cross sections available for the present trail subgrade ? Will the trail require some specific profile that needs survey, or can it be "set" at some distance and elevation relative to the paving ?	The trail has its own alignment and profile, shown on sheets E.13 to E.23. Trail alignment coordinates are shown on sheet C.03. Cross sections will be available to the contractor after the contract is awarded.	2010-07-14 17:23:19
July 20 <sup>th</sup> 2010	106	There is earth shoulder construction involved on the road and for the bikepath (path only in option "A")---I don't see any of the usual calculations for how many cy per sta are required for the roadway--there are details for the path--nothing notes where the material is to come from for either thype of work--can we presume it will be generated from subgrade correction for the roadway and from special compaction for the path ?	The contractor is responsible to furnish Earth Shoulder Construction material, much of this material for the roadway may be acquired from the project roadway trimmings (Roadway Calculations would be 4CY/shdr. X 2 = 8CY/Sta. needed). The trail will acquire much of the Earth Shoulder Material from the trail compaction and trail excavation locations, any excess roadway trimmings may also be used. Additional material, if needed, will be the contractors responsibility to furnish.	2010-07-14 17:20:16
July 20 <sup>th</sup> 2010	109	Why is there no seeding item? Is it incidental to paving item or is no seeding needed on this job?	If seeding is required, it will be done by others or by extra work order.	2010-07-19 14:46:01

July 20 <sup>th</sup> 2010	151	Under "Estimate Reference Information" Item #3, it states that Topsoil and site restoration of the borrow sites are included in the price bid for class 10 excavation. Does this mean that topsoil restoration of the borrows is incidental to the class 10 excavation? Please clarify. Thanks	Yes it means that the topsoil and site restoration at the borrow site is incidental to the Class 10 Excavation.	2010-07-16 11:08:21
July 20 <sup>th</sup> 2010	151	Who takes care of seeding, fertilizing and mulching?	The County will do the seeding, fertilizing and mulching on this project.	2010-07-14 11:16:23
July 20 <sup>th</sup> 2010	151	Should there be a bid item for pilot car for this job? Also, please check the number of flaggers posted on the proposal. The layout of this job seems to be best under a closed road.	The traffic control on the plan does not require pilot cars. The number of flaggers has been checked and is ok. If more is needed, an extra work order will be written. The designer chose not to close the road. After letting and award of contract, you may submit a value engineering proposal to close the road.	2010-07-15 16:23:19
July 20 <sup>th</sup> 2010	152	Incomplete bridge tab on sheet C.05. No non-reinforced or single-reinforced yardage given. All yardage listed under double-reinforced. No yardage for poylmer grid given. Please review.	Bid the quantities that are in the proposal and any changes will be made by extra work order.	2010-07-20 09:25:17
July 20 <sup>th</sup> 2010	155	Should tab 112-9 include 6" median from 54+45.70 to 55+69.71 to make up the quantity of 344 SY?	The quantity of 344 SY of median is correct.	2010-07-14 17:28:02
July 20 <sup>th</sup> 2010	160	The square yards listed for full depth finish patches in the plan does not match the bid item in the proposal. Please review.	The Patches, Full Depth Finish, by area of 36.0 SY - do match both in the Proposal and in the plans.	2010-07-15 16:24:30
July 20 <sup>th</sup> 2010	160	The square yards listed in tabulation 102-6C are incorrect. A 6X12 patch would total 8 s.y., not the 2.8 s.y. shown in the tabulation.	Please reference ADDENDUM 20jul160.a03	2010-07-16 12:19:47
July 20 <sup>th</sup> 2010	160	There is a little sidewalk work to be done on this project. The plans do not call for the new ADA sidewalk closure barricades. Does this mean they are not required?	New ADA sidewalk closures are not required on this project.	2010-07-16 10:04:42
July 20 <sup>th</sup> 2010	301	Sheet C.1 under "reference information ref #7" Modified Subase is listed as ton. The bid proposal has CY which is it?	Please reference ADDENDUM 20jul301.a01	2010-07-08 15:03:44
July 20 <sup>th</sup> 2010	301	Under the "reference information Ref #33 How can you have 3.5 for a quantity of 30" Safety Slope Aprons?	Please reference ADDENDUM 20jul301.a01	2010-07-08 15:04:00

July 20 <sup>th</sup> 2010	301	Under "Reference Information" #43 Revetment Class E It has "See typical sections 6,7 sheet B.3" This has no refrence to any revetment.It looks like that is on sheet B.5. On the B.5 typical there is a refrence to filter fabric. You don't have a bid item for that, please clairify.	Please reference ADDENDUM 20jul301.a01	2010-07-08 15:04:16
July 20 <sup>th</sup> 2010	301	Under Reference Information Ref #56 you have silt fence listed and the bid proposal calls it "Silt Ditch" Please clarify.	Please reference ADDENDUM 20jul301.a01	2010-07-08 15:04:34
July 20 <sup>th</sup> 2010	301	Is there a tabulation of template quantities and adjustments?	The County does not have a tabulation of template quantities.	2010-07-08 15:19:34
July 20 <sup>th</sup> 2010	301	I just want to make sure that Line #140 includes what would typically be Excavation, Class 20. I'd also like to know the Granular Backfill Quantities for the RCB Extensions.	This proposal/project has been withdrawn.	2010-07-15 15:54:34
July 20 <sup>th</sup> 2010	301	Why does the County not have a tab of template quantities?	This proposal/project has been withdrawn.	2010-07-15 15:55:28
July 20 <sup>th</sup> 2010	301	Under "Reference Information" Item #3 states that the contractor needs to locate 28664 CY of borrow. On sheet C.9 "Tabulation 7" it is stated that the borrow = 59621 CY. Please clarify.	Please reference ADDENDUM 20jul301.a01	2010-07-08 17:09:13
July 20 <sup>th</sup> 2010	301	Where is Sheet D-3?	This proposal/project has been withdrawn.	2010-07-15 15:55:01
July 20 <sup>th</sup> 2010	306	Will shoring be required to protect the UPRR tracks while excavating this culvert, and if so will a shoring plan have to be submitted to UPRR for approval?	In the DS-09016, section 09016.10 C, this is addressed. Shoring and cribbing shall be constructed and maintained with materials and in a manner approved by the UPRR.	2010-07-13 14:46:58
July 20 <sup>th</sup> 2010	307	On sheet C.13 for project number NHSX-020-2(056)-3H-81 under " List of Subdrain Work" items #12 (trench drain) What are the sizes of the pipe or material/pipe used? Thanks.	If trench drains (and associated porous backfill) shown on C.13 are needed, they will be added by extra work.	2010-07-16 09:50:17
July 20 <sup>th</sup> 2010	311	If site number 1 isn't complete before winter shutdown begins will liquidated damages be stopped on November 15 or continue through the winter?	No, LDs will not be assessed over the winter, due to note 500.07.2010 on the proposal.	2010-07-19 12:09:20
July 20 <sup>th</sup> 2010	311	Are the tops for the barrier intakes (SW-549) placed UNDER THIS CONTRACT allowed to be precast?	Unless it states otherwise in the contract documents, the intakes are allowed to be precast.	2010-07-19 14:48:24
July 20 <sup>th</sup> 2010	352	Since the paint is being deleted on 352 what is the traffic control being used for?	This proposal/project has been withdrawn.	2010-06-30 14:27:44

July 20 <sup>th</sup> 2010	451	Could more information be provided for the light poles on this project? I cannot find a pole length.	Please refer to addendum 20jul451.a01.	2010-07-14 09:25:11
July 20 <sup>th</sup> 2010	451	Is Railroad Protective Liability Insurance required and if so how will this premium be paid?	Please refer to addendum 20jul451.a02.	2010-07-15 14:14:27
July 20 <sup>th</sup> 2010	451	Is reinforcing required for the footings for the fence pilasters, brick planter, trash enclosure (footing and wall), brick wall at pcc entrance ramp, and the concrete foundation for future building entrance? If so, does the reinforcing need to be epoxy coated? What is the top of footing elevation for the concrete foundation for future building entrance? How thick is the paving inside the trash enclosure? What is the elevation of the building water table reference in the description for the brick wall and pcc building entrance? Is a cross section of this section available?	Please refer to addendum 20jul451.a04.	2010-07-16 15:23:28
July 20 <sup>th</sup> 2010	451	The dimensions of the planter on Sheet 14 of 23 are shown as 22' x 11.5'. The detail on Sheet 18 of 23 show the dimension of the planter to be 24'. What are the dimensions of the planter?	Please refer to addendum 20jul451.a04.	2010-07-16 15:23:45
July 20 <sup>th</sup> 2010	451	Sheet 14 of 23 shows the planter dimensions to be 22' x 11.5'. The detail on Sheet 18 of 23 shows the planter dimension to be 24'. What are the dimensions of the planter?	Please refer to addendum 20jul451.a04.	2010-07-16 15:24:09
July 20 <sup>th</sup> 2010	451	Will the Concrete Foundation Removal shown on sheet 10/23 be paid under bid item 22:Removal of pavement? does this item have a footing under it or is it just a slab on grade?	The tabulation on Sheet 6 of 23 (C.01) shows a tabulation for "Removal of Existing Structures as per plan". This tabulation is to be paid under "Removals, as per plan", and the tabulation shows "Remove 8' wide concrete foundation walls to 2' below finish grade", located in the Southwest Corner.	2010-07-19 10:15:39
July 20 <sup>th</sup> 2010	501	Where do I find the approved listing of contractors that have an annual bid bond on file with the IDOT?	This file is posted to the Subscriber Box on the Friday prior to the letting.	2010-07-13 14:36:49
June 15 <sup>th</sup> 2010	002	The quantity for Item #0230 Special Backfill is shown as 1,450 CY in the proposal but 1,450 Tons on Tab. 112-8 on sheet #C.03 in plans. Which is the correct unit?	Bid the proposal.	2010-06-15 11:02:47

June 15 <sup>th</sup> 2010	002	Page 2 Site NO 4 shows Remove Cross-Overs.Need assistance showing how paid or if incidental to another item.Please review and advise.Thank You	There are no bid items for the removal of crossovers and they were not intended to be removed. They are not shown in the Removal of Pavement tab on C.03. If they are later decided to be removed they will be paid for by Extra Work Order. Site 04 still applies for the work shown that the contractor performs.	2010-06-14 09:13:10
June 15 <sup>th</sup> 2010	002	it wasnt my question but still..why was the question regarding the qty not anserwed..says "under review"...suppliers taking it to mean tons yet bid docs say its Cyds.	This is answered in ADDENDUM 15jun002.a02 Change SPECIAL BACKFILL from CY to TON, the quantity remains the same.	2010-06-15 11:00:54
June 15 <sup>th</sup> 2010	003	The proposal indicates no free winter. Is this correct? The stream crossing/cofferdams needed would ideally be done during winter(low flow) and not durring spring/summer (high flow). Should free winter be allowed 10/11 and no free winter 11/12?	Yes. The proposal is correct.No winter free winter will be allowed.	2010-05-25 11:22:38
June 15 <sup>th</sup> 2010	010	Page J.01 states you need to use Changeable Message Boards 5 days in advance of proposed changes in traffic patterns; appears that the CMS's will be on the job a number of days. Ther should be a calendar day bid item for this ?	Please refer to Addendum 15jun010.a01.	2010-06-02 13:44:39
June 15 <sup>th</sup> 2010	010	Sheet V.13 states that Stage 1 falsework shall remain in place until completion of Stage 2.Why can't the Stage 1 falsework be removed once the slab has adequate strength?	This requirement relates to differential settlement of the individual stages. This is a typical requirement for staged slab bridge construction.	2010-06-08 10:43:06
June 15 <sup>th</sup> 2010	010	Sheets V.10 and V.11 show a non monolithic cap on the piers. Sheets V.13 and V.14 show monolithic. Which ones are correct?	Please refer to addendum 15jun010.a03.	2010-06-10 13:58:01
June 15 <sup>th</sup> 2010	010	Is there any Existing pavement info?	Please refer to addendum 15jun010.a04.	2010-06-14 12:26:59
June 15 <sup>th</sup> 2010	010	IS EXISTING PAVEMENT THICKNESS AVAILABLE?	Please refer to addendum 15jun010.a04.	2010-06-14 12:28:44
June 15 <sup>th</sup> 2010	010	Bid Item # 40 - Manhole, storm sewer, SW-401, 72" has a planned quantity of one. The utility access table on plan sheet C.11 has two 72" Dia. SW-401 structures with a significant height difference. Can you change the planned quantity so we can accurately bid the item?	Please refer to addendum 15jun010.a04.	2010-06-14 12:26:21

June 15 <sup>th</sup> 2010	010	It appears in stage 1 that the minimum lap on the 5d1 bars in the top mat and the 6c1 bars in the bottom mat of the deck steel will interfere with the TBR. Please review for clearance issues.	Bid this as if there is no conflict with the TBR. If field conditions present a conflict, it will be addressed at that time.	2010-06-14 10:18:55
June 15 <sup>th</sup> 2010	010	The bid item description for the RCP storm sewer states that granular bedding material shall be used to 0.5' above the pipe. It also states that granular bedding/backfill will be considered incidental. However, the storm sewer tabulation does not list any granular backfill locations or quantities. Can you please verify where granular backfill is needed?	Due to a conflict in the plan, bid the most economical solution.	2010-06-15 09:50:50
June 15 <sup>th</sup> 2010	010	I find two 15-42" Tee's called for in the table on plan sheet C.11. There is no pay item for these tee's and I find no indication that they are incidental. Can you clarify how these tee's will be paid?	These are incidental to the intakes.	2010-06-14 10:27:09
June 15 <sup>th</sup> 2010	010	what is the approx top of deck elevation of the existing bridge?	The existing top of deck elevation at CL road at the bridge ends is about 725.75. At mid-span, CL is about 725.94. Gutters are about 725.32 and 725.55 at bridge ends and mid-span, respectively.	2010-06-14 16:38:52
June 15 <sup>th</sup> 2010	014	the class 10 excavation estimate reference information refers to tab 107-23. I can not find tab 107-23. where on the project does the class 10 item go?	107-23 should NOT be referred to in the reference note. The class 10 is for grading a 10:1 slope off the ends of the approach sections.	2010-06-08 11:49:10
June 15 <sup>th</sup> 2010	014	Is the TBR shown across the new bridge at the end of stage 3 on sheet J.3 anchored?	The TBR should be anchored. It will be needed in the future staging as the drop off will be greater than 3' and we cannot provide a 45" offset from this drop off.	2010-06-08 11:49:50
June 15 <sup>th</sup> 2010	015	Bid Item # 11 Steel Extursion W/Neop. in the Estimate Reference Info. It states that this item includes the 3/8" Barrier Curb Plates. In the details on sheet # 29 drawings state that the Curb Plates and turn ups are for "Information Purpose Only for Future Barrier" which is correct?	The 3/8" barrier plates (for the curb) should be deleted from the Estimate Reference Information for Bid Item #11. This comment would also apply to the barrier plates for Designs 510.	2010-06-08 14:57:05
June 15 <sup>th</sup> 2010	015	There is an existing culver in span 3. Due to the restricted work area it will be necessary to place equipment on top of this culvert. Are there any load restrictions for this culvert?	The RCB does NOT have a structural top, so NO equipment can be allowed on top of the RCB.	2010-06-09 18:00:52



June 15 <sup>th</sup> 2010	015	Type A sheeting at the South Abutment(design sheet 16)appears to run from the existing abutment to 15' south of the new abutment approx 105 linear feet.This is to support the existing lanes of I-35 with traffic and remain in place at the end of the job.This is a 30' cut.The owner really needs to design this not the contractor.Where is the excavation item for this?	This applies to Design Sheet No. 16 of Design 410 (and does not apply to Design 510). There is not a 30' cut at this sheeting location since the existing berm will not be removed until a future stage of construction. The contractor will need to design the Type A sheeting for the cuts which are needed to construct the new abutment and the new Pier 1 of Design 410. The excavation for the new abutment and new Pier 1 is included in the bid item Excavation Class 20.	2010-06-09 17:59:34
June 15 <sup>th</sup> 2010	015	Access to the job is very limited. between the RR, box culvert, sidewalk, bike trail, and EP True, getting a crossing from the RR is not very likely(time and money).The lane closures on EP True is limited to beam setting 1am - 5am.Please look at the allowable lane closures an EP True.Really need lane closures allowa 24/7 because the concrete wall needs to be removed in order to allow for material/equipment access.	24/7 Lane closures on EP True will not be allowed.	2010-06-09 17:58:35
June 15 <sup>th</sup> 2010	103	On sheet B2 in estimate reference info--last paragraph in left column--not sure of intent--is this to be contractor evaluated as 2316 chart B--or is the engineer going to run the scratch cart for 1/8" in 10 feet--thanks	Please refer to addendum 15jun103.a01.	2010-06-04 16:50:52
June 15 <sup>th</sup> 2010	103	Contract item 220 is for flyash paid by the ton to dry subgrade--is there an assumed % of dry weight or some other design assumption we can have so we can determine what volume the 375 tons is going to be spread in? thanks	Please refer to addendum 15jun103.a01.	2010-06-04 16:50:13
June 15 <sup>th</sup> 2010	105	The typical pavmt cross section appears to indicate that there is a reinforcing bar at the widening sections. What size/length bar? Is the joint sawed/sealed? Can the bar be afixed to the esisting pavmt?	The joint at the widening section shall be L-1 per std. road plan PV-1. Per this detail the bar shall be #4 x 36" long at 30" centers. Per detail D on PV-1 there is a 1/8" +/- 1/16" sawcut joint that does not require cleaning or sealing. No, the bar can't be affixed to the existing paving.	2010-06-14 12:25:46
June 15 <sup>th</sup> 2010	109	For Bid Order 109 will the contractor be allowed to close down the road to walk a crane from one side of the highway to the other?	This would be possible during the time when the TBR is being set up to switch traffic to the other side. It must be a reasonable time frame, however, as sheet J.1 states "Traffic will be maintained on US 218 at all times."	2010-06-11 12:49:06

June 15 <sup>th</sup> 2010	109	What is the thickness of the special backfill? What about an excavation item for the shoulder strengthening?	Regarding special backfill thickness, refer to sheet B.7 for the RK-19B Bridge approach section. Thickness is 12" between the EF joint and the DW joint and variable between the backwall of the abutment and the EF joint.	2010-06-14 09:21:00
June 15 <sup>th</sup> 2010	109	The estimate reference notes the special backfill is for the shoulder strengthening not the bridge approach. Is there a detail or note for the thickness under the shoulder strengthening? How about an item for excavation for the shoulder strengthening and special backfill?	Under Review	2010-06-14 10:14:42
June 15 <sup>th</sup> 2010	110	Sheet C.04 shows tabulations of crack stitching. I cannot find any mention of these on the plan or a bid item on the proposal. Please review.	'Stitching' as shown on the plans on pages U.01 U.02, is simply placing reinforcing bars on top of the existing concrete pavement and securing them in place with clips as described in the plans (U.02). As with all reinforcing bars bid price weight for the bars does include placement, etc.	2010-06-10 15:13:32
June 15 <sup>th</sup> 2010	111	Item 0040-Compaction with Moisture and Density has a plan quantity of 109 CY. Per the details on sheet B.01 12" of special compaction is required under the entire project. Please check this quantity. Thank you.	Underneath the rec trail, the bid item is "Special Compaction of Rec Trail". Underneath the curb and gutter, the bid item is for Compaction with Moisture and Density Control. Please refer to sheets D.10 and D.14 which shows the 243 SY of 6" PCC driveway paving. The 6" paving is not just 2 foot of curb and gutter as shown in the typical plus 2 feet behind the curb. The 12" Moisture and Density extends under all 6" paving as well as 2 feet back of curb. The 109 CY quantity is the correct amount.	2010-05-27 11:40:10
June 15 <sup>th</sup> 2010	151	Note for Class 10 indicates 2,975 cubic yards of class 20 is included in the Class 10 quantity to be used as fill. However there is no Class 20 bid item on the proposal. Will a Class 20 item be added for the pipe excavation?	No. Bid item number 0220 is for Excavation, Class 20 for Roadway Pipe Culvert.	2010-05-27 11:39:00
June 15 <sup>th</sup> 2010	151	Project: STP-S-C011(62)--5E-11 has a borrow with excess material for this project but Projects: L-FM-R-861--7X-11 and L-R-754--73-11 need material hauled in for the shoulders from the contractor. Can the contractor use the borrow with the extra material on the (62) project for the needed shoulder material on the other two projects?	No.	2010-05-27 17:19:20

June 15 <sup>th</sup> 2010	151	Suppliers are quoting rf connectors for entrance pipe. I find nothing in the standards or specs that call for rf connectors on entrance pipe. I just need a clarification.thank youTom Lundell	RF-14 is listed in the standard road plan tabulation. On RF-14 it states "Use type 3 connections on ALL culvert pipes, unless otherwise specified".	2010-06-10 14:01:36
June 15 <sup>th</sup> 2010	151	Traffic control for Section 1 on this project states that TC 252 shall be used. There is also a picture showing how the traffic control should be set up, which is not according to TC 252. Which will apply for this section, the Standard or the picture?	The overall traffic control plan is shown on sheet C.03. TC-252 is an example to follow for sign set up.	2010-06-11 12:48:00
June 15 <sup>th</sup> 2010	159	When performing tree clearing along the elevated portion of the old railroad bed, can stumps be left in along slopes as an erosion control or do stumps need to be removed? Also, can removed trees be chipped and spread along existing railroad bed slope as erosion control?	Clearing and Grubbing in acres is the bid item, so no the stumps can not be left on the slopes. Mulch is shown in section 2601 of the standard spec book, and is not the type of mulch that is chipped.	2010-06-15 11:01:49
June 15 <sup>th</sup> 2010	161	Bid item 0140 references RK-19 which is a single reinforced approach. Tab 112-6 on sheet C.09 shows a 10" double reinforced approach. (RK-25) Please review.	Please refer to addendum 15jun161.a01.	2010-06-08 10:25:53
June 15 <sup>th</sup> 2010	161	It appears that the structural steel quantity is incorrect. Both Pier are designated at "fixed" (SHT V.02) thus not requiring steel bearing pads. Per sheet H30-15-06 shouldn't the correct quantity be 3305 LBS? (Pile Bent Piers and No Drains)	Please refer to addendum 15jun161.a01.	2010-06-11 18:36:40
June 15 <sup>th</sup> 2010	165	pg 2--ref note 21 states salvaged matl is to be stockpiled near gladbrook. is the contractor responsible for piling the salvaged asphalt	Yes	2010-05-24 17:33:35
June 15 <sup>th</sup> 2010	165	Should the Crushed Pavement be spec'd as "Gradation 14 Modified Subbase" instead of "Gradation 12 Granular Subbase" because it will contain asphalt??	The county specified 12a because they want to get the fines out of the material so as to enhance drainage. The understanding is the material moves around more, but that it is possible to pave over it.	2010-06-02 09:59:15
June 15 <sup>th</sup> 2010	165	Because the crushed pavement will contain asphalt, will note 5 of the gradation tables apply?	Note 5 does not apply to gradation 12a.	2010-06-08 09:55:59
June 15 <sup>th</sup> 2010	165	Why is the quantity for removal and crushing of pavement doubled?	The bid item appears to be "doubled" because first, the contractor is to remove and crush the HMA and place that in a stockpile. Then, the contractor is to remove and crush the PCC, underneath the HMA already removed, and the PCC will then be used as granular subbase.	2010-06-11 16:41:18

June 15 <sup>th</sup> 2010	204	Section one on this project looks to be in a 4 lane part of town but does not have a standard on the plan (418) Please review.	See Addendum 15jun204.a01	2010-06-10 13:57:10
June 15 <sup>th</sup> 2010	305	The estimating proposal states that "slopes are dirt" in section 3 and 4. This is not accurate. Bridges #8513.6R035 and #8513.6L035 have concrete on the existing slopes. Can this be corrected by addendum?	Under Review	2010-06-14 12:31:14
June 15 <sup>th</sup> 2010	305	Because the bridges over the railroad are landlocked and are not accessible from anywhere but Interstate 35 mainline, will a lane closure be allowed in order to access this site?	See Addendum 15jun305.a01	2010-06-14 16:41:56
June 15 <sup>th</sup> 2010	305	Should there be a Railroad Data sheet added to the estimating proposal in order for the contractor to obtain RR Protective Insurance?	See Addendum 15jun305.a01	2010-06-14 16:40:33
June 15 <sup>th</sup> 2010	305	The estimating proposal states that "slopes are dirt" in section 3 and 4. This is not accurate. Bridges #8513.6R035 and #8513.6L035 have concrete on the existing slopes. Can this be corrected by addendum?	See Addendum 15jun305.a01	2010-06-14 16:48:36
June 15 <sup>th</sup> 2010	358	This 978 square yard job has an item for samples. Most of the job is large intersection. Do you really intend core 10 holes in 978 SY?	Yes, that is the intent.	2010-06-04 17:17:09
June 15 <sup>th</sup> 2010	358	The detail on sheet B.06 shows that it is intended to place a 6" wide strip only 3" deep of concrete around the new intersection. Do you think that this design will hold up to turning truck traffic?	The 6-inch wide, 3-inch thick concrete to be placed above the existing pavement is only intended to be placed along the extended left-turn lane pavement for NE-bound Sergeant Road (US 63) traffic and not for the pavement widening in the SE quadrant of the intersection. See the station range on the detail	2010-06-04 10:15:11
June 15 <sup>th</sup> 2010	358	A 60' pole is need to get the wireless network to work. How is that to be paid for?	The SP states on page 9, paragraph 17: "System shall include antennas, cables, jumpers, pole mounts, protectors, and all items necessary to make a complete working system, which shall be in accordance with the wireless and camera manufacturer's recommendations to provide a complete working system suitable for traffic monitoring." If a 60' pole is needed that cost is included with the wireless system which is part of traffic signalization.	2010-06-14 12:24:00
June 15 <sup>th</sup> 2010	358	How many new loops are on this project? Page c07 shows 1 and n03 shows 16	Due to a conflict in the plan, bid the most economical solution, one loop detector not sixteen. Any additional loop detectors will be paid for by an extra work order.	2010-06-15 09:54:10

June 15 <sup>th</sup> 2010	359	ITEM #1 CLASS 10 CALLS FOR 9397 CY OF IMPORTED SOIL.THE CLASS TAB. SHOWS 9397 LF.IS THE QUANTITY CORRECT?(WOULD LIKE CLARIFICATION ON FOOTAGE QUANTITY...)	Please see Addendum 15jun359.a01	2010-06-04 10:26:57
June 15 <sup>th</sup> 2010	364	On sheet p.03 Notes 1 and 2. It would appear that the charges by the utility company should be negotiated by the owner and not by each contractor contacting the utility for pricing. Then the costs would be the same for all the bidders and not be a potential issue.	Please refer to addendum 15jun364.a01.	2010-06-09 10:34:48
May 18 <sup>th</sup> 2010	002	In the past, I have been a potential bidder on RCB projects where there has been a precast option added at a later date. I'd like to see a cast-in-place option added for this project. Is this feasible?	The engineer/designer wants the Pre-cast culvert and does not want a Cast-in-place culvert.	2010-04-29 17:04:55
May 18 <sup>th</sup> 2010	005	The contractor is responsible for the detour per note on A.01. This does not have a detailed drawing in the traffic control plan how to sign the detour. Is it possible to show at least the detour route if there is not a traffic control plan for this?	Please reference ADDENDUM 18may005.a01	2010-05-11 17:21:29
May 18 <sup>th</sup> 2010	012	There looks to be a sewer line encasement on the south side of the existing bridge that will be in the way of construction. What is to be done with this sewer line?	The City of Clive is currently developing plans for the relocation of the sanitary sewer. The sanitary sewer line at the bridge will be abandoned and removed by others prior to construction beginning on project.	2010-05-12 15:12:36
May 18 <sup>th</sup> 2010	015	sheet B.o3 has typical VK-2 shown for scarify and compact 6" under HMA shoulder strenghening. How is item to be paid ?	Please refer to addendum 18may015.a01.	2010-05-10 13:23:30

May 18 <sup>th</sup> 2010	019	<p>A railroad data sheet is included with the estimating proposal, but appears to lack the information required to determine the insurance premium and flagger costs required on the project. How many trains per day run on this line and what are their speeds? The \$700/day railroad flagger typical cost is unrealistically low. Could we get a copy of the IDOT's agreement with the Railroad to see what the actual costs will be or should we request this from the Railroad? The Railroad typically hires a flagger for a minimum of 30 days and does not break this down into daily or hourly costs, so we should actually be including full time flagger costs for the entire length of the contract, plus the overhead and travel costs they impose above and beyond the \$700/day estimate. Another consideration is that since the new bridge is being constructed under the existing railroad bridge, are railroad flaggers even required? Train traffic will not be impacted by the operations going on below their line. If the 25' from centerline distance is enforced for any work, even below their lines, railroad flaggers will be required every day. We need to know the actual contractual agreement between the Railroad and IDOT since we are required to provide insurance and setup flagging arrangements acceptable to the Railroad Company and then include these incidental costs in the bid. These railroad data sheets are very misleading and do not reflect the actual Railroad requirements and charges being incurred on these projects.</p>	See addendum.18may019.a01.	2010-05-12 15:22:08
May 18 <sup>th</sup> 2010	020	<p>There is a pile of sand (1000 cubic yards) stockpiled on the North side of the river, that does not show up in the cross-sections. Will the property owner move that material before the project starts or will that material be available for contractor borrow?</p>	That material is available for the contractor to use.	2010-05-13 12:02:51
May 18 <sup>th</sup> 2010	103	<p>The typical for the ramp paving (2503B-sht B.3) indicates the final rock lens is granular subbase-- could it be changed to modified or left as an added 6" of special to facilitate construction on the ramps-- thanks</p>	No. The plans specify granular subbase.	2010-05-06 17:15:59



May 18 <sup>th</sup> 2010	103	Is there existing ramp pavement info available for the ramps on this project?Tab 102-5 Sht c.07.	Yes. See tab. 102-5 for information about the existing ramps.	2010-05-06 17:21:15
May 18 <sup>th</sup> 2010	103	CAN THE CONTRACTOR COMBINE PARTS OF STAGE 1A AND 1B SO THAT WORK ON THE GAP AREAS FROM STATIONS 872+50 TO 880+00, 907+25 TO 932+75, 958+50 TO 986+00, 1015+75 TO 1039+50 AND 1070+00 TO 1104+00 CAN HAPPEN WHILE TRAFFIC IS IN THE STAGE 1A LAYOUT? AND THE SAME IDEA FOR STAGE 2 CONSTRUCTION?	The project needs to be bid using the Staging notes as shown in the plan.	2010-05-11 09:27:31
May 18 <sup>th</sup> 2010	103	Are all 4 lanes in each direction considered driving lanes and subject to smoothness requirements including incentives ? --I ask this because the item for smoothness incentive ( 0830)looks quite low unless some of these lanes are considered shoulders---since all lanes are in the same pay item the other 2 incentives for thickness and mix will apply to all the square yards if properly earned--correct ?	Per the reference note for PCC Pavement "For all pavement included in this item, except the 6 foot outside shoulder between the Iowa River Bridge and the Dubuque Street Interchange, Determine a profile index based on the 0 inch blanking band per section 2317."	2010-05-11 17:24:12
May 18 <sup>th</sup> 2010	103	Bid item 0150 and 0320 steel posts ins call out a break-away post. What size and style in intended?	Bid items 0150 and 0320 are not steel posts on this proposal. Items 0970 and 0980 are Steel Breakaway sign posts for Type A or B signs, W 8 x 21 and Steel Breakaway sign posts for Type A or B signs, W 12 x 26. Information for these items are in the IM-080-6(277)243--13-52 project.	2010-05-12 15:19:00
May 18 <sup>th</sup> 2010	103	Typical WEST-1 on sheet J.5 shows a distance of 1' between the edge of the inside 12' lane to be paved and the edge of a temporary barrier rail--can this dimension somehow be increased to 30" to allow the paver's track more room ? Thanks	The typical in the plan with the 1' distance is the way the project needs to be bid.	2010-05-12 15:23:08
May 18 <sup>th</sup> 2010	103	The tab of existing pavement on C.7 doesn't list the reinforcement type for the PCC Concrete pavement. Is this correct that the PCC is non reinforced? Typically it is reinforced with wire mesh or CRC.	The tab does not show any reinforcement type, it should be bid as non-reinforced and if reinforcement is found it will need to be addressed in the field.	2010-05-14 15:59:12
May 18 <sup>th</sup> 2010	103	Are the areas indicated by the "E" and "J" dimensions shown on sht. B.3, tab. 2503B included in the quantity for 12"PCC pavmt.that is enumerated on sht.C.12?	Yes those quantities are in the 12" PCC Pavement item.	2010-05-14 10:33:54

May 18 <sup>th</sup> 2010	104	sheet C-01 bid item #13 includes removal/replacement of castings and on sheet D0-06 it says to contact City of Iowa City for delivery of sanitary casting, does the contractor supply or the City?	The City of Iowa City will provide the sanitary casting.	2010-05-12 15:21:32
May 18 <sup>th</sup> 2010	104	Sheet D-02 near station 39+25 says to fill existing pipe with 25 CY of flowable mortar. What bid item do we include this cost in?	This is included in item 45, Removals per plan. Sheet C.02 reference note for item 45 states that it is included with that item.	2010-05-12 15:19:40
May 18 <sup>th</sup> 2010	105	Would it be possible to have an itemized breakdown of the traffic signal material to be provided for the project? None is provided in the plans or the special provisions.	Please see ADDENDUM 18may105.a01	2010-05-11 17:20:25
May 18 <sup>th</sup> 2010	105	Plan Sheet E.02 indicates P-11 is included in the project. No information for P-11 appears in the Storm Tabulation on plan sheet C.06. Can you please provided the necessary information?	Since P-11 is not tabulated on sheet C.06 if that work is done it will be paid by an extra work order.	2010-05-19 11:06:45
May 18 <sup>th</sup> 2010	107	Sheet C.06 details a note that says--- "the subdrain should be located 1.5' behind the curb. In areas where the storm sewer is shallow place the subdrain 2' inside edge of paving." This statement doesn't fit sub management,scheduling, or mobilization costs well. Can all the subdrain be moved in under the pavement so a contractor knows what to expect?	No. The Subdrain will need to be installed as shown in the contract documents.	2010-05-10 13:20:43
May 18 <sup>th</sup> 2010	107	Typical DGR-1 on plan sheet B.01 references 1' of prepared subgrade. The project does not include a special compaction of subgrade item. Should there be one?	The "Compaction with moisture and density control" bid item covers this work.	2010-04-29 17:05:53
May 18 <sup>th</sup> 2010	107	The Class 10 item includes a quantity for earth shoulder finishing. The earth should finishing item is missing from the proposal. Should one be added?	Please refer to addendum 18may107.a01.	2010-05-10 13:21:49
May 18 <sup>th</sup> 2010	107	There are at least seven places on plan sheets D.01 to D.03 that points out the note--- Salvage all Landscape fabric and rock. Reprad after construction. How is this work to be paid for? Can the engineer provide a quantity?	Please refer to addendum 18may107.a01.	2010-05-10 13:22:47

May 18 <sup>th</sup> 2010	108	Top typical on sheet 5 has note "4" which indicates "provide a vertical edge" incidental to class 13-- shouldn't it only be required on the right side where the widening will be added--additionally there is no pay item for class 13---On the same page the lower right typical shows granular subbase under the on-grade pieces--can this be changed to modified so we can run construction traffic on the grade--additionally check some of the dimensions in the tab table--think feet and inches got mixed up.thanks	Please refer to addendum 18may108.a01.	2010-05-06 17:23:35
May 18 <sup>th</sup> 2010	108	There is a bid item for full depth repair patching by area and by count, but the patching tabulation shows this patching as partial depth repair. Please clarify.	Please refer to addendum 18may108.a01.	2010-05-06 17:22:22
May 18 <sup>th</sup> 2010	108	There is a bid item for full depth repair on this project, but tabulation 102-14 shows the patching as partial depth. Please clarify.	Please refer to addendum 18may108.a01.	2010-05-06 17:24:39
May 18 <sup>th</sup> 2010	108	The project requires a vertical edge be established on the right side of the slab per typical on sheet 3 modified by addendum number 1---Is there any indication from the county wheteher the edge of what must be an existing pcc pavement will be adequate, and the only problems are if the edge isn't resonably close to what a slip form machine produces today per industry accepted standards ? There is over 13000 lineal feet in the overlay where this typical applies--- it would seem that in preparing a bid some general direction could be given the field of bidders so it equalizes this risk.If the edge has to be sawed the full length and depth it could be \$ 50000---and on the other hand if the edge is reasonably close to what we pave for edges today in the county slipform market, and that degree of "vertical" is acceptable, there would be little or no cost. How are we to quantify that large a difference in risk and weigh it against the need to be low bid to get the work?This work should be a pay item, with a design that attempted to quantify some scope of work to help us give the owner as competitive a bid as possible. Thanks	The existing edge of pavement is probably sufficiently vertical. As long as the paver's vibrators can consolidate the concrete without voids, the existing edge is sufficient. The intent is to have a reasonable chance for a bond between the new and the old. Scarification or milling of this edge will not be required, however it should be cleaned and air blasted along with the top surface. (The area of the edge is not included in the surface prep item since it is not being milled.)	2010-05-14 16:55:38

May 18 <sup>th</sup> 2010	108	There is no depth listed on the patching tabulation for this project. The addendum clarified the patches as full depth but did not list the depth.	Please refer to addendum 18may108.a02.	2010-05-14 10:26:41
May 18 <sup>th</sup> 2010	108	Reading the estimate reference information for Item No. 20 Class 10 exc. It shows 14,018 cubic yards of cut and 35,157 cubic yards fill. Do I need 21,139 cubic yards of borrow or 35,157 cubic yards of borrow? I am wondering if the bid item should be reduced from 49,175 cubic yards to 35,157 cubic yards. Thank you	Please refer to addendum 18may108.a02. The quantity of 49,175 CY is correct. The contractor needs to provide 35,157 CY MORE fill.	2010-05-14 10:25:37
May 18 <sup>th</sup> 2010	110	What concrete mix design is required for Item 10- 6" Median? The spec book says it should be the same concrete mix as the paving. However, there is no paving item on this project.	See ADDENDUM.18MAY110.A01	2010-05-14 16:41:59
May 18 <sup>th</sup> 2010	110	Tab 102-5 on plan sheet C.1 shows the thickness of the existing paving. What is the existing median thickness?	See ADDENDUM.18MAY110.A01	2010-05-14 16:42:22
May 18 <sup>th</sup> 2010	110	The plans lack the typical Road Design Detail for a paved median. Is granular backfill required under the median? If granular is required how will the contract deal with the required excavation? If granular is not required how will the contract deal with any required fill material?	See ADDENDUM.18MAY110.A01	2010-05-14 16:43:20
May 18 <sup>th</sup> 2010	162	Can any of the excess Class 13 Excav be used for fill under the Class 10 bid item? When the Estimate Ref note states that reclaimed millings can be used for fill, is it implying this would be used and paid as Special backfill item #1? Is there a Tabulation by station available for the Class 10 Excava?	Per the reference note under the class 13 item, class 13 can not be used for fill as part of the Class 10 bid item. Yes, if reclaimed millings are used as special backfill, they will be paid for as special backfill. There is not a tabulation for Class 10 excavation by station.	2010-05-14 10:23:44
May 18 <sup>th</sup> 2010	165	Should Item #0030 Pavement Scarification be in square yards rather than tons?	See ADDENDUM.18MAY165.A01	2010-05-14 16:44:22
May 18 <sup>th</sup> 2010	165	Since most milling machines have a cutting width of 7 foot can the quantities be changed to reflect this.	The District does not want to change the plan from 6' to 7' width.	2010-05-14 16:46:11
May 18 <sup>th</sup> 2010	165	Estimating proposal says 13,512 tons of Pavement Scarification but the plans say 13,512 SY - I believe it is suppose to be SY's. Also plans on Sheet B.1 it shows "F" as 6 inches probably meant 6 foot, but can this be increased to 7 foot since that is what most normal milling machines mill now.	See ADDENDUM.18MAY165.A01	2010-05-14 16:45:13

May 18 <sup>th</sup> 2010	165	On Sheet C.3 it shows tab 106-8 "longitudinal joint repair" but does not have a bid item for. Also same sheet LD-1 "loop detectors" does not have bid item for. Also C.4 tab 104-10 show "adjustment of fixtures" does not have bid item for. I guess my question is will this project include any of those items?	Under Review	2010-05-14 16:54:58
May 18 <sup>th</sup> 2010	165	Why is there smoothness incentive on 6 foot wide milling next to the curb line?	Bid the proposal as is. If there is to be Incentive or disincentive it will be determined during or after construction.	2010-05-14 16:52:58
May 18 <sup>th</sup> 2010	165	Line 90 payment adjustment for incentive/discentive for smoothness required by 2316.02 6 b, requires surface of the new pavement to a existing old pavement on lanes wider than 8.5 feet,also on 2317.03 C e ,This project is only 6 feet wide and matches old pavement on one side and curb on the other, Is item 90 really equable on this project ?	Bid the proposal as is. If there is to be Incentive or disincentive it will be determined during or after construction.	2010-05-14 16:52:22
May 18 <sup>th</sup> 2010	167	Should Item #0020 Pavement Scarification be in square yards rather by the ton?	See ADDENDUM.18MAY167.A01	2010-05-14 16:46:42
May 18 <sup>th</sup> 2010	168	Where does the topsoil come from to spread for item #5? ( imported or on site?)	The topsoil will be stripped and stockpiled. You will spread the topsoil from the stockpile, but not all of it will be spread. See the note for the item 6 for further clarification.	2010-05-04 13:51:38
May 18 <sup>th</sup> 2010	168	There are no details on the substructure for the pre-engineered truss bridges in the drawings. The concrete,rebar,and piling are typically incidental to the bridge items,however they are usually detailed in the drawings. Are we supposed to engineer the abutments also?	Yes, the abutments are to be engineered by the contractor.	2010-05-17 09:43:08
May 18 <sup>th</sup> 2010	170	Item #30 modified subbase, plaace only calls for 9,939 CY at 34' wide and 6" deep. The removal item #190 is only about 7,100 CY which is about 24' wide and 6" deep. Is there another source to get the difference in quantities or are we suppose to buy the difference?	The 6 inch by 26 ft. of rolled stone base is intended to be removed and recycled along with the HMA.	2010-05-11 17:18:33
May 18 <sup>th</sup> 2010	170	Is there suppose to be an item for construction survey or who will do all the staking for the project?	Union County Engineer will be providing the construction survey.	2010-05-11 17:19:20

May 18 <sup>th</sup> 2010	170	Is the 6" Thick Rolled Stone Base included in the Pavt. Removal Item, for a total thickness of 12" Removal?	The upper 12 inches by 26 feet of HMA and rolled stone base is considered pavement removal and is to be recycled into Item #3 Modified Subbase, Place Only. Any rolled stone base material at a depth of more than 12 inches is included in Item #1 Class 10 Excavation	2010-05-14 12:26:44
May 18 <sup>th</sup> 2010	207	Please clarify which patches are repair patches and which patches are finish patches on sheet C.5.	See ADDENDUM.18MAY207.A02	2010-05-14 16:48:48
May 18 <sup>th</sup> 2010	207	Typical 3207ldc on page B.1 can you give some more information on where these HMA overlays are on this project.	See ADDENDUM.18MAY207.A02	2010-05-14 16:49:05
May 18 <sup>th</sup> 2010	207	LATE START DATE 04/10/10 BID DATE 05/18/10 SEEMS TOUGH TO DO?? HMA location Division , WB-EB on ramp or mainline? could we get some location guidance possiblty same info as for patches? Division 1 appears to be Nebr Ave exit. Quantity shows 120 ton surface only tab 7305 leads to believe 2 layers. Please review.	See ADDENDUM.18MAY207.A02	2010-05-14 16:49:34
May 18 <sup>th</sup> 2010	207	LATE START DATE 04/10/10 BID DATE 05/18/10 SEEMS TOUGH TO DO?? HMA location Division, WB-EB on ramp or mainline? could we get some location guidance possiblty same info as for patches? Division 1 appears to be Nebr Ave exit. Quantity shows 120ton surface only tab 7305 leads to believe 2layers. Please review.	See ADDENDUM.18MAY207.A01	2010-05-14 16:06:16
May 18 <sup>th</sup> 2010	351	Are new sign brackets required on this project as shown on the "N" sheets? Can we reuse brackets as it states in signing notes?	There are some larger signs replacing smaller signs, these will require new brackets. The sign replacements that are the same size sign the old bracket may be used provided the old bracket is in reusable condition.	2010-05-14 10:35:43
May 18 <sup>th</sup> 2010	352	I'm looking for more information on the removal item on this project. Item 1 is described as runway removal at two locations. What is the length of the runways to be removed? Is it the same length as the new runways which replace them? Thanks.	The runways are approx. the same length as the new ones going in.	2010-05-19 11:09:05
May 18 <sup>th</sup> 2010	402	For parcels 313 and 315 are the trees in the existing ROW required to be removed in this contract. There is a lot of overgrowth in the vacated 29th Ave and it is not clear weather this planned to be removed.	"Only remove trees located on the identified parcel. Trees located outside the boundaries of the identified parcel should not be removed".	2010-05-14 16:00:29



May 18 <sup>th</sup> 2010	451	Will the existing powerline over the north bridge abutment be moved prior to construction of the new bridge abutment? It appears the power line will prohibit the driving of the 70 ft piling at this abutment.	If the powerline will prohibit the driving of the pile it will be moved prior to construction.	2010-05-14 15:59:47
April 20 <sup>th</sup> 2010	003	This bridge is designed with tee piers, and as H24-01-06 describes, one pier shall be fixed, and the other expansion. Please identify piers as such since this requirement has an impact on the bearing requirements.	Sheet V.01 identifies the west pier as the expansion pier.	2010-04-13 13:39:38
April 20 <sup>th</sup> 2010	006	Bid Item 0280 appears to include 27.9 CY of structural concrete for the open railings according to the plan notes. The TL-4 open rail standard includes all material except reinforcing steel. Is the structural concrete quantity overstated by 27.9 CY?	Please see addendum 20apr006.a01	2010-04-16 15:30:24
April 20 <sup>th</sup> 2010	006	Bid item #40 (Granular Surfacing C1 A) is listed in CY. This is usually listed in tons.	Please reference addendum 20apr006.a01	2010-04-16 10:37:54
April 20 <sup>th</sup> 2010	007	Please review reinforcing quantities for item 0110 Reinforcing Steel, Epoxy Coated. The item QTY is 61,946 lb and the tab on sheet J30-11E-06 shows 63,656 lb for a 110' bridge, 30 degree skew with monolithic pier caps. I believe the total should be 63,641 with modifications per notes on page 2 of the plans.	This has been corrected by Addendum 20apr007.a01	2010-04-08 11:08:31
April 20 <sup>th</sup> 2010	007	On the "Estimate of Reference Information" Item 3 states that approximately 770 Cy of suitable class 10 channel material shall be used to shape the channel. Approximately 540 CY of suitable material shall be used for construction of the approach roadway and guardrail berms. Bid item #3 only has 770 CY total. Where is the other 540 CY?	Please see addendum 20apr007.a02	2010-04-16 10:36:55
April 20 <sup>th</sup> 2010	008	The Railroad Data Sheet appears to be the wrong one. Please revise with the correct copy.	Please see Addendum 20apr008.a01	2010-04-08 17:29:54
April 20 <sup>th</sup> 2010	010	A typical slab bridge 130'x35' would be let with 100 working days. This is the equivalent of two bridges of this size with only 100 working days. Please consider adding a substantial amount of working days to this project. This project is also complicated by building it half at a time.	The intent is to complete this project in one construction season.	2010-04-13 15:04:47

April 20 <sup>th</sup> 2010	011	There appears to be a total of four steel encased piling (2 per pier) that remain in place from the previous existing bridge that stood before the current existing bridge. It looks as if those existing piling will interfere with the construction of the new piers. How does the DOT plan to address this issue?	The County has decided that if these old caissons do in fact interfere with construction, they will be removed by extra work order.	2010-04-16 10:35:00
April 20 <sup>th</sup> 2010	015	Is this RCB to be built with one construction joint in the center? Or will there be a 30'+ barrel section and two end sections?	This RCB will be built with one construction joint in the center.	2010-04-16 15:27:52
April 20 <sup>th</sup> 2010	016	Please review the guardrail items for this project. The bid items in the plans and proposal do not match and the LF quantity appears to be incorrect.	The quantity in the Proposal is correct for item 2505-4021701 STEEL BEAM GUARDRAIL FLARED END TERMINAL(4.000 EACH) Please bid the item per the Proposal.	2010-04-15 11:38:28
April 20 <sup>th</sup> 2010	016	The plans call for 100 LF of steel Beam Guardrail but there is not a bid item for it.	There is no bid item for LF of steel beam guardrail, the LF listed in the tab 108-A under STEEL BEAM GUARDRAIL B-200 is a misprint and should have be 00. The guardrail is included in the VT1. Please bid all guardrail items per proposal.	2010-04-15 17:21:32
April 20 <sup>th</sup> 2010	102	Notes in estimate ref info indicate the owner expects full width paving (item 6) and also indicate in item 13 that the contractor is responsible for providing access to local residents additionally noting the road to the north about 1500 feet from the east end is a dead end. Please define access. If the owner accepts that people can walk or use small 4 wheelers for a period of time access is one thing----if the owner expects people to have full vehicular access for cars, pickups, trucks, tractors, combines, etc access is quite something else. The amount it will cost to pave the project will differ a great deal depending on the answer to what is acceptable access. Thank you	The existing shoulder is 6 feet wide. It is expected that residents should be able to access their homes using cars and pickups.	2010-03-31 14:24:16
April 20 <sup>th</sup> 2010	103	I noticed this project has GPS machine control models available. Is the contract missing items for machine control grading and construction survey?	There are not models available. This project does not have items for Machine Control Grading or Construction Survey.	2010-03-25 14:54:46
April 20 <sup>th</sup> 2010	103	Who will be responsible for the detour route noted in the plans?	The DOT will do the detour.	2010-03-31 11:19:40

April 20 <sup>th</sup> 2010	103	Item #2 cl. 10 description states 17,204 cy of fill plus 7614 cy of fill which equals 24818 cy of total fill. The bid quantity is 17,204 cy. Please explain. Thanks!	The T sheet shows that the total Cut is 17,204 CY and out of that the quantity 7,614 CY of Fill will be required. The bid item is correct with 17,204 CY for the total of Class 10.	2010-04-13 16:36:51
April 20 <sup>th</sup> 2010	104	Is it the intent on this project for the small Type A Signs to be in concrete footings and steel breakaway posts the items are listed although there are no tabulations for the signs or for the footings to know location etc? Also, there is no item for remove and reinstall of existing signs and it does not state these are incidental to any other item. There is also an item for a Permanent Road Closure Urban yet I see no tabulation nor a location on any plan sheet. Can there be some clarity to the above items? Thank you	Please refer to addendum 20apr104.a01. Type A signs are to be in concrete footings with steel posts.	2010-04-15 17:14:56
April 20 <sup>th</sup> 2010	104	Line No 0420 Durable Painted Markings has a quantity of 180. Sta. in proposal but Plan sheet C.05 quantities total 291.4 Stations. I also see that temporary markings are included in the total. Should that be seperated and bid as solvent paint item?	Please refer to addendum 20apr104.a01. Temporary Markings are also going to be durable.	2010-04-15 17:17:12
April 20 <sup>th</sup> 2010	104	There is a large quantity of full depth sawcut to trim the edge of the existing pavement in preparation for the widening--is there any data available to determine the depth of the existing pavement, and will a full depth cut be required. Also on sheet I.08 are details for "seatwalls"--are the footings under these seats continuous or columns at intervals--and if columns at intervals what are the intervals----thanks	The B sheets show that the existing pavement is 6 inches thick, and that a 6 inch saw cut will be required. Sheet I.08 shows the elevation views of the seatwalls, and the footings are continuous.	2010-04-12 17:56:57
April 20 <sup>th</sup> 2010	104	Stationing points on the D sheets that correspond to the L sheets are contradictory. See sheet D.15 and sheet L.03 for example. Which governs?	Use the stationing on the D sheets.	2010-04-12 17:55:00
April 20 <sup>th</sup> 2010	104	Need to add bid items and details for Longitudinal Subdrain Outlets and Subdrain Cleanouts.	Please refer to addendum 20apr104.a01.	2010-04-15 17:18:23
April 20 <sup>th</sup> 2010	104	It does not appear that the Temporary Pavement square yards are included in the Pavement Removal quantity. Could you please address how the contractor will be paid for removing the temporary pavement.	Please refer to addendum 20apr104.a01.	2010-04-15 17:19:05

April 20 <sup>th</sup> 2010	104	Please advise. I have had questions posted since March 31st on this project and it is getting within a week from the letting how long does it take to get information from the questions?	We are in the process of working on an addendum, and the consultant is very slow about getting information to us. Your question will be answered as soon as possible.	2010-04-15 12:20:52
April 20 <sup>th</sup> 2010	104	Sheet C.01 item #50 calls out for the 8" water main to be trenchless and the bid item on the proposal calls out trenched, please verify. Also what pay item does the water valves and hydrants fall under on sheet C.06?	Please refer to addendum 20apr104.a01	2010-04-15 17:20:10
April 20 <sup>th</sup> 2010	104	Can you tell me where bid item 0290 is to be used( engineering fabric ) and also do we need to include toe walls with the box culvert flared ends?	The Engineering Fabric is for the Full Depth Patches; to be placed between the subgrade and the pavement.	2010-04-16 15:29:00
April 20 <sup>th</sup> 2010	104	Is tab 112-4 on C.06 for item 340, if so what type of warning panel?Item 770, pavers as Detectable Warnings seem to be in the same locations as item 340, please explain.Is there a tab available for items 320, 330, and 350 to verify and understand the correct areas?On item 350, how many driveways?Are sidewalks thru the driveways considered item 350 or 330?	Please refer to addendum 20apr104.a01. Item 340 has been deleted. The sidewalks are bid as sidewalks through the driveways.	2010-04-15 17:56:44
April 20 <sup>th</sup> 2010	105	Contract item 7 is for an 8" paved shoulder that will probably be paved as a separate 2 foot wide pour next to a nominal 8" thick unbonded PCC overlay. The overlay has 'c' joints at 15', but the estimate reference says there are to be 'cd' joints in the 8" shoulder-- these would only be 2 dowel units in a 2' wide pour if--it would seem that the joints in the tied shoulder should be 'c' like those in the driving lanes the shoulder is tied to--please review--thanks	Just as the plan states the Paved shoulders are to have CD joints and the PCC Overlay is to have C joints.	2010-03-31 14:48:01
April 20 <sup>th</sup> 2010	106	This project is on the primary road system and has an item for pavement samples. The corresponding prebid items for pavement thickness and smoothness are missing. Should they be added?	There are certain projects that do not get the incentive items added to the proposal. The incentive items are not on this project and if needed will be added by extra work order.	2010-04-01 12:39:46
April 20 <sup>th</sup> 2010	107	Tabulations for the wire quantities per size would be very helpful since the note on the plans says not to scale and the small print makes the P pages very hard to read and decipher the information available. Larger would be better.	"Not to Scale" is for the Key Plan. The scale is shown on the sheets under "Lighting Plan".	2010-05-12 14:24:29

April 20 <sup>th</sup> 2010	107	What is the depth of the handholes ststed in the P sheets as 12"x12" and 12"x18"? We need a third dimension for clarity.	In SP-090053, page 6 section 9 states the sizes of the hand holes and pull boxes.	2010-03-31 11:14:48
April 20 <sup>th</sup> 2010	107	B.O. #107 has been assigned 100 working days. In our opinion this seven stage project can not be built in one construction season. In fact, sheet j.01 states that stage 7 can be built between June 1, 2011 and July 15, 2011. 100 working days does not allow 2011 work. Please again reevaluate the job size and complexity as compared to the assigned working days. Thanks you.	Please refer to addendum 20apr107.a01.	2010-04-08 11:14:52
April 20 <sup>th</sup> 2010	107	This is a statement and a question. This project has been assigned 100 working days. During this contract period the contractor is expected to complete the following: 1) 46,000 CY of grading, 2) 25,000 TONS of base, 3) 42,000 SY of paving, 4) 15,850 SY of sidewalk, drives, trail, 5) Structural concrete, 6) Over 4000 LF of storm sewer, 7) Over 60 intakes, 8) Sanitary sewer, 9) Water main, 10)Fence and retaining walls, 11)Electrical work, 12)Stamped and stained concrete, 13) Erosion control and traffic control. Best of all there are seven, yes seven, stages. Just the cure time and traffic switches will take a lot of time. In addition, plan sheet J.01 states that Stage 7 can be built in 2011. It looks like there should be at least 160 working days assigned to this project. Please review.	Please refer to addendum 20apr107.a01.	2010-04-08 11:15:36
April 20 <sup>th</sup> 2010	107	Addendum 20apr107.a01 addressed some staging issues but did not address the working day problem on this project. There are not enough working assigned to this project. Has anyone compared the quantities on this project to the IDOT's historical data?	Yes, the Iowa DOT has compared the number of working days assigned for this project to the project quantities. The working days have been shortened to complete the work during the 2010 construction season. This was and has again been discussed with the Contracting Authority's representative / Consultant and they have confirmed that the Contracting authority desires to have the project completed during the 2010 construction season. If more working days were added to the contract period then work could overflow into the 2011 construction season which is not acceptable. The contractor should marshal the necessary forces, etc. to complete the project within the contract period.	2010-04-09 09:54:15

April 20 <sup>th</sup> 2010	107	The RCP storm sewer intakes call for a specified backfill material in the reference information. Does the water main and/or sanitary sewer excavations require the same material for backfill?	Please refer to addendum 20apr107.a02.	2010-04-13 13:38:47
April 20 <sup>th</sup> 2010	107	I have not found a tabulation for Bid Item 610 "Remove Sanitary Sewer Pipe less than or equal to 36"." Can I assume this pipe will be removed during the installation of new sanitary sewer pipe or are there lines in other areas to be removed?	The quantity for removing sanitary sewer is that which is removed when installing new sanitary sewer and service lines by open cut methods.	2010-04-13 13:41:20
April 20 <sup>th</sup> 2010	107	Can not find a tabulation for lighting cable quantities on the "P" sheets.	Please see addendum 20apr107.a01.	2010-04-15 12:19:47
April 20 <sup>th</sup> 2010	107	As there is no bid item for construction survey, are we to assume the engineer will be providing this or is it incidental to all construction?	Since there is not a bid item for construction survey, it will be provided by the engineer.	2010-04-20 10:03:19
April 20 <sup>th</sup> 2010	108	Item 40-Special Compaction of Subgrade-states that "Moisture and Density testing is the responsibility of the contractor.' Should this be incidental? Provided by owner?	The moisture and density testing is included in the Special compaction of subgrade as noted in the plan.	2010-03-31 11:55:44
April 20 <sup>th</sup> 2010	108	What page is tabulation 103-4 on?	103-4 is on B.02.	2010-04-19 11:21:03
April 20 <sup>th</sup> 2010	109	This is a general question about primary road bid orders 109, 113, and 310--there are no incentive items for smoothness or thickness incentives--having these items in the proposal makes the process when these incentives are earned much easier to manage---also would it be possible to add those items when they apply (some jobs are overlays and only have smoothness--no thickness) to farm to market jobs also such as 102, 105, and 112---it would be even more helpful on this kind of work that isn't administered by IDOT because the change order process still has to be used--thanks	There are certain projects that do not get the incentive items added to the proposal. The incentive items are not on these projects and if needed will be added by extra work order.	2010-04-01 12:44:45



April 20 <sup>th</sup> 2010	112	Is this project tax exempt, does sioux county install paving hubs and if so how far apart are they. Thank you	Per Standard specification 1109.07 CERTIFIED STATEMENT OF SALES TAX AND USE TAX PAID. Contractors and approved subcontractors will be provided a Sales Tax Exemption Certification to purchase building materials, supplies, or equipment in the performance of construction contracts let by the Department. There is not a bid item for Construction Survey on the contract so the contractor will not need to perform that work. It would be up to the county to do the construction survey and determine the spacing.	2010-04-19 14:39:49
April 20 <sup>th</sup> 2010	112	Is there any steel in the longitudinal joints or bridge approach slabs	There is no information in the contract documents of steel in the longitudinal joints. The Bridge approach slabs are Single Reinforced per Standard Specs.	2010-04-19 12:05:58
April 20 <sup>th</sup> 2010	206	Please review quantities for bid items 0160 and 0170.	Bid the quantity shown in the proposal. Any adjustments will be by extra work order.	2010-04-19 12:31:01
April 20 <sup>th</sup> 2010	207	What is the existing p.c.c. depth?	The PCC depth for both projects can be found on page 26 of 27 for project # MP-160-1(703)0--76-77 and 22 of 22 for project # MP-415-1(709)5--76-77.	2010-04-13 15:09:01
April 20 <sup>th</sup> 2010	212	Please review the item for partial depth pcc patches. The bid item shows 130 s.f. whereas the tabulation on C.5 shows 130 s.y.	See ADDENDUM 20APR212.A01	2010-04-15 17:20:48
April 20 <sup>th</sup> 2010	215	Item 0150, full depth finish by area, lists 554 sy. and Item 0160, full depth finish by count lists 48 count. The patch tabulation on page 9 of the proposal only lists 200 sy and 24 count.	See ADDENDUM 20APR215.A01	2010-04-15 09:14:51
April 20 <sup>th</sup> 2010	303	Is there a breakdown of Class 10 quantities and haul distance for this project? How is overhaul paid?	All the information you need for these questions can be found on the D sheets in the plan.	2010-04-15 14:53:32
April 20 <sup>th</sup> 2010	303	Is there a known supplier(s) for the pre manufactured Pit Vault Latrines?	Pit Vault Latrines need to match the specifications shown in the plan. I have looked on the internet for Pit Vault Latrines and there are several suppliers	2010-04-16 17:08:57
April 20 <sup>th</sup> 2010	305	Item 3 - Exc Cl 10 has a note that reads "measurement of borrow will be made." How will this measurement be made, and who is responsible for the measurement, the owner, or contractor?	The contractor is to furnish the borrow. The Owner will measure the quantity of borrow material used on the project by taking before and after cross sections. The contractor may take his own measurements if he wants to check the Owner's, however the intent is to have the owner responsible for the measurement and that measurement will be used in determining the pay quantity.	2010-04-16 09:21:30

April 20 <sup>th</sup> 2010	306	can patch be pcc instead of hma?	All patches must be HMA.	2010-04-08 11:07:50
April 20 <sup>th</sup> 2010	307	I am having trouble finding the equipment specified in the SP for intelligent compaction. Can you provide any information on possible manufacturers of this equipment?	Equipment needs to meet the requirements shown in SP-090063, specifically Article 090063.02 Equipment and Materials. Case and Caterpillar have the described equipment but others may as well. Below is contact information for Case and Caterpillar and also others that may have sufficient equipment: BOMAG America, Inc.: 2000 Kentville Rd., Kewanee, IL 6144, Tel: (309) 853-3571, Fax: (309) 852-0350 Case Construction: George Whitaker, Case Construction Equipment, Ph: 262-636-4959, Email: George.whitaker@casece.com. Caterpillar, Inc., 100 North East Adams Street, Peoria, Illinois 61629, Tel: (309) 675-1000 Dynapac: Fredrik Åkesson, Head of Dynapac Competence Center, Karlskrona, Sweden. Ph: +46 455 306095/ +46 705 769981. Email: fredrik.akesson@dynapac.com; Mike Prichard, VP Sales and Marketing, Dynapac USA, Office: 210-474-5771, Mobile: 210-241-7463, Email: mike.prichard@us.atlascopco.com. Sakai: Todd Mansell, Technical Marketing Manager, Sakai America, Inc., 90 International Parkway, Adairsville, GA 30103, Ph: 770-877-9433 x-223, t-mansell@sakaiamerica.com. Any local Sakai dealer. For more information see www.sakaiamerica.com. Trimble: Jeff Drake - Soil Compaction, Ph: 720 587 4569, Email: Jeff_Drake@Trimble.com; Jeroen Snoeck – Asphalt Compaction, Ph: 720 587 4414, Email: Jeroen_Snoeck@Trimble.com; Eric Crim – All Compaction Ph: 720 587 4695, Email: Eric_Crim@trimble.com. Wirtgen America Inc., 6030 Dana Way, Bruce Monical, 615-501-0600, bmonical@wirtgenamerica.com	2010-04-14 09:10:35

April 20 <sup>th</sup> 2010	310	With an approximate start of 7/06/10 and 120 working days and a very limited amount of work which can be done in 2010, how will working days be counted in 2010?	The city has a sewer relocation project that must be completed before the dirt work for the detour can begin. Because of this work, the project has the approximate start date of July 6, 2010. There is also a minimum 60-day waiting period shown on plan sheet Q.1, it is for settlement of the embankment for the detour. Working days are anticipated to be suspended during that period. The contractor will also have free winter work after November 15, 2010 per note 500.07.2010 in the proposal.	2010-04-08 11:12:04
April 20 <sup>th</sup> 2010	310	Sheet Q.1 shows two soils borings (T-1443 1444) in the wick drain area. While the plan sheet does list the name of the soil encountered, is it possible to have more information on the actual properties of the soil? Wick drain installers are nervous about quoting without supporting information. Thanks.	The information is available from the office of contracts if requested.	2010-04-16 10:40:45
April 20 <sup>th</sup> 2010	310	Are we able to reuse the existing brick median pavers?	Yes.	2010-04-16 10:43:26
March 16 <sup>th</sup> 2010	003	Bid item 0480 is for Severe Use crash cushions. Tab 108-30 on sheet C.04 has the SU column checked on all 5, and three of those have sand barrel details. Also on sheet J.02, the RE-85 (sand barrel) standard is called out. Can you clarify if these are supposed to be sand barrels or severe use?	See Addendum 16mar003.a01	2010-03-16 11:11:27
March 16 <sup>th</sup> 2010	009	Is it only the bearings and abutment diaphragms that will be painted, or will all the structural steel be painted?	Only the abutment bearings and diaphragms need to be painted as part of this project.	2010-03-15 17:11:40
March 16 <sup>th</sup> 2010	010	Please review the working days requirements. This project was advertised for bid in January with 50 working days. Now additional work items (bridge approach sections) have been added to the project and the number of working days is still 50 days for more work. Also due to the staging on this project and the fact that traffic will not be moved to the bridge until May of 2011, why is there not winter free time since the bridge will sit unoccupied until May of 2011?	The intent is to complete the bridge in 2010. Adding winter free time may delay the bridge completion until the spring. The contract period has been reviewed by the District and this is what they want.	2010-03-12 09:26:21

March 16 <sup>th</sup> 2010	010	Sheet 9 show a form camber diagram for the bridge slab. Is this detail even applicable? The contractor's falsework spacing and methods would dictate how much deflection would occur between supports on the deck. What is the intent of this detail?	Yes it is applicable. The intent of the diagram is to show the form camber required to compensate for the anticipated ultimate dead load deflection. The diagram does not include any allowance for form deflection or falsework settlement.	2010-03-12 11:29:14
March 16 <sup>th</sup> 2010	011	The temporary floodlights called out in this project appear to be for the on/off ramps at the (71) project's bridge. If this is so there are no floodlights called out for the mainline crossovers on the north and south end of the project.	See addendum 16mar011.a01. The Temporary Floodlight quantity was changed and information added to the tabulation.	2010-03-10 15:25:34
March 16 <sup>th</sup> 2010	011	Bid Item 0180 shows full depth repair by area but there is not a bid item for count. Also, tabulation 102-14 shows partial depth patching but there is no bid item for this on the proposal.	Bid Item 0180 shows full depth repair by area but there is not a bid item for count. Also, tabulation 102-14 shows partial depth patching but there is no bid item for this on the proposal.	2010-03-10 15:27:21
March 16 <sup>th</sup> 2010	011	IMX-029-1(71)33--02-65 SB OVER SOUTH JUNCTION US 34 SHEET C.9 SHOWS 4 MEDIAN CROSSOVERS. NO BID ITEM FOR DETOUR PAVEMENT IS LISTED. AM I MISSING SOMETHING? CROSSOVERS WILL BE NEEDED TO MAINTAIN TRAFFIC ON RAMPS.	See addendum 16mar011.a01. Tab 112-8 Median crossover was replaced and an item for Detour Pavement was added.	2010-03-10 15:29:12
March 16 <sup>th</sup> 2010	011	Please review bid item 0190 and tabulation 112-6 on sheet C.8. Square yards understated???? Tabulation in square feet????	See addendum 16mar011.a01. The quantity of bridge approach was changed and the Tabulation 112-6 was replaced.	2010-03-10 15:30:54
March 16 <sup>th</sup> 2010	011	The barrier rail end post details appear to be missing from the plans for the (71) bridge.	The standard sheet J40-47-06 listed in the ENGLISH STANDARD BRIDGE PLANS has the barrier rail end section details.	2010-03-09 09:38:44
March 16 <sup>th</sup> 2010	011	Plan note 10-18-05 requires trees under the Clearing Grubbing bid item to be cut down before 4-15-10 but the contract start date is not until 5-24-10. How is that going to work?	There is no clearing and grubbing on this project therefore the note is moot.	2010-03-08 16:57:40
March 16 <sup>th</sup> 2010	011	For the (71) bridge tab 104-8A indicates 4 bridge end drains but there is no bid item.	See addendum 16mar011.a01. An item for Bridge end drains was added.	2010-03-10 15:35:14
March 16 <sup>th</sup> 2010	011	I previously asked a question about the conflicting dates for Clearing Grubbing and the contract start date. Your response was that there was no clearing and grubbing on this project so the question was moot. Sites (51), (52) (53) certainly do have bid items for clearing and grubbing so the question stands.	See addendum 16mar011.a01. Removed Note 232-9 dated 10-18-05	2010-03-10 15:21:56

March 16 <sup>th</sup> 2010	011	Regarding the question about clearing, actually there is some clearing to be done at the box culvert (53). Also, plans state the culvert is to be constructed under traffic but there is a bridge removal. At what point will the traffic be placed head to head and will the culvert built under the SB bridge actually be done with all traffic on the NB portion?	See addendum 16mar011.a01. Removed Note 232-9 dated 10-18-05 Concerning the Traffic Control issue these projects are all tied together and the Traffic Control is determined by the Prime Contractor in accordance with the Traffic Control plan shown in (71).	2010-03-10 15:24:30
March 16 <sup>th</sup> 2010	011	For the (71) bridge, tab 108-26A indicates bridge removal over the weekend. Would this be necessary with traffic head to head on NB I29 and hwy 34 closed underneath?	Yes that is what the plan states is required.	2010-03-10 17:24:23
March 16 <sup>th</sup> 2010	011	The box culvert contractor will require access to the inlet end of the structure to place the inlet end, the class 10 plug and the class E revetment. This work is not addressed in the overall project traffic control plan or the staging plan. When can a contractor access the inlet end and what type of a traffic control lay will be required?	The box culvert contractor will have to discuss this with the bridge contractors in charge of the (71) and (53) projects. Refer to the Traffic control plan on sheet J.1 of the Culvert plan (53).	2010-03-15 11:45:40
March 16 <sup>th</sup> 2010	011	Was mulching over looked on this project? How will mulching be handled on this project?	If there is not a bid item and it is not noted as included. It will need to be paid as extra work.	2010-03-12 17:10:15
March 16 <sup>th</sup> 2010	011	Addendum number 16mar011.a01 adds in 13,822 SY of detour pavement that would have to be completed under site number 01. Will we still only receive 20 working days to complete the work prior to switching traffic head-to-head?	Yes, the contractor will still only receive 20 working days to complete the work prior to switching traffic head-to-head. The intent of the contract periods are to complete the project by the end of the 2010 construction season so the existing contract period requirements are still applicable.	2010-03-12 17:04:36
March 16 <sup>th</sup> 2010	011	IS THE PERMANENT SEEDING(RURAL SEEDING) ALL INCIDENTAL TO THIS PROJECT AS STATED IN NOTE 232-3A OR WILL THE EROSION CONTROL BE COVERED UNDER STABILIZING CROP-SEEDING FERTILIZING AN EXTRA WORK ITEM FOR MULCHING. THERE IS A LOT OF AREA FOR PERMANENT SEEDING FOR IT TO BE INCIDENTAL.	The (53) project has note 232-3A and the permanent seeding on this project will be incidental. The other three projects do not have the note, if needed the permanent seeding will be handled by extra work.	2010-03-15 13:26:26

March 16 <sup>th</sup> 2010	011	your reply dated 2010-03-12,17:20:31 to a question on job 011 referred to Add 16mar112.a03. Is this the correct addendum for the question?	Thanks, that was the wrong posted answer. That QA has been corrected. The correct answer is:"The box culvert contractor will have to discuss this with the bridge contractors in charge of the (71) and (53) projects. Refer to the Traffic control plan on sheet J.1 of the Culvert plan (53)."	2010-03-15 11:49:46
March 16 <sup>th</sup> 2010	017	It is noted that much of the TBR remain on the project and become property of IDOT-is the same true for the Crash Cushions? It would appear that the sand barrels would still be needed at the conclusion of the project. Also can you clarify if these are to be Sand Barrels or Redirective Crash Cushions.	Please refer to Addendum 16mar017.a01	2010-03-10 17:18:19
March 16 <sup>th</sup> 2010	019	The prints do not indicate what type of 4" conduit is to be installed under the electrical circuits item.	Please refer to Addendum 16mar019.a01.	2010-03-05 17:45:23
March 16 <sup>th</sup> 2010	020	Please clarify if the Crash Cushions should be SU or sand barrels.	Yes, the intent is to use sand barrels as noted on RE-85 in the Standard Road Plans tab 105-4 on sheet C.02.	2010-03-09 16:32:34
March 16 <sup>th</sup> 2010	022	Item 0150 is for an F shaped barrier rail, the bid item notes call out for an open rail with a "C" mix only, and the standards refer to the F shaped rail. Please clarify if this is intended to be F shaped or open rail, and if slipform option is available.	Please refer to Addendum 16mar022.a02	2010-03-09 16:31:51
March 16 <sup>th</sup> 2010	022	What is the approximate distance in miles from the project site to the suggested excess soil waste area (Webster Co. clay pile)?	Approximately two miles.	2010-03-15 10:16:21
March 16 <sup>th</sup> 2010	022	How thick is the existing pavement that is to be removed and is topsoil strip and respread required-if so, how will that be paid for?	From the cross sections, the existing and proposed profile grade changes very little. You can assume that the existing HMA and proposed HMA depths are about the same. So around 9-10 inches of existing HMA. There is no bid item to topsoil strip and spread so any work beyond the normal Class 10 Excavation would need an extra work order.	2010-03-15 17:08:23
March 16 <sup>th</sup> 2010	023	WHERE IS THE BORROW FOR THIS PROJECT LOCATED? WILL THE EIP QUANTITY PAID INCLUDE THE SHRINK AS SHOWN ON PAGE D.02?	See addendum 16mar023.a02 for borrow info. The EIP qty. includes shrink because it is an in-place qty.	2010-03-05 16:01:47
March 16 <sup>th</sup> 2010	024	There is a tabulation for safety closures but no bid item. Please review.	If these safety closures are needed they will be added by Extra Work Order/Change Order.	2010-03-10 15:15:57



March 16 <sup>th</sup> 2010	025	There is a tabulation for safety closures but no bid item. Please review.	If these safety closures are needed they will be added by Extra Work Order/Change Order.	2010-03-10 15:17:13
March 16 <sup>th</sup> 2010	101	These questions all pertain to item 2526 Construction survey. 1)has vertical control been established or is the contractors surveyor responsible for establishing bench marks? 2)will the contractors surveyor be responsible to file section corner certificates and replace the approx 14 gov't land corners on the project? 3)at what interval and how many shots per x-section will be required to establish the new profile?	See addendum 16mar101.a01. The requirements for the construction survey have been clarified.	2010-02-26 17:31:26
March 16 <sup>th</sup> 2010	101	Please review square yards for bid items 0050 and 0090.	The quantities for the PC Pavement and the PCC Overlay have been reviewed. See Addendum 16mar101.a01 for changes to the quantities of the PCC Overlay and the plan changes.	2010-02-26 17:32:07
March 16 <sup>th</sup> 2010	102	What is the luminaire arm length?	The luminaire arms attached to the new traffic signal poles in the northeast and southeast quadrants of the U.S. Highway 61 and Mt. Pleasant Street intersection should be 15 feet in length.	2010-03-03 16:17:56
March 16 <sup>th</sup> 2010	103	How was the bid quantity figured on item 0320 electrical circuits. There is less than half the quantity of conduit and more than double the quantity of wire. What are we going to be paid?	See addendum 16mar103.a01. The P.02 sheet was replaced. The table on the right hand side of sheet P.02 tabulates various items of each numbered circuit. Each pole actually has 2 circuits going to it, one for the light and one for the receptacle. For Example the top two lines of the table, for C-1a and C-2a, the wire length is 60 feet. This represents 2 circuits, C-1 and C-2, each at 60 feet. That comes to 120 feet of circuits. The total of the wire length column is 3654 feet. Multiplying this by 2 gives the total of 7308 feet of electrical circuits.	2010-03-08 13:15:58
March 16 <sup>th</sup> 2010	103	Sheet P.05 shows five separate contactors in individual NEMA 1 enclosures for both the lighting and the GFCI circuits. Would a 5 pole contactor for both lighting and GFCI in one NEMA 1 enclosure be acceptable since all loads are on 120v. Also is there a detail of the existing location of the Mechanical room in the city hall?	Five Separate contactors are shown in the plan that is what would need to be provided. There is no detail of the mechanical room. This should be reviewed during a site visit to assure the bidders know the situation.	2010-03-10 15:18:10

March 16 <sup>th</sup> 2010	106	Item 60 is called Earth Shoulder finish--based on the description in the estimate reference either there should be some cubic yards in the class 10, or the description should be earth shoulder construction since the estimate reference states the item is to be full compensation--also, is there any template calculation to determine how much earth is required for the earth shoulder finish--thanks	Please refer to addendum 16mar106.a01.	2010-03-09 16:30:55
March 16 <sup>th</sup> 2010	106	there is diamond grinding for p[rofile improvement on thsi project contract itme 320--is there data somewhere indicating what the existing pavement profile is per section 2532.03 C 1a, and how can we obtain it please---thanks	Please refer to addendum 16mar106.a01. If the addendum doesn't provide all the information you want, contact the office of Contracts at 515.239.1414 and we have additional information you may want.	2010-03-09 16:30:02
March 16 <sup>th</sup> 2010	109	Is this project sales tax exempt?	Yes, all projects let by the Department are sales tax exempt. Refer to Article 1109.07, Certified Statement of Sales Tax and Use Tax Paid, in the Standard Specifications.	2010-02-26 09:54:59
March 16 <sup>th</sup> 2010	109	Please review the quantity of Class 13 in Item 10. The estimate reference information indicates that the contractor is required to furnish 300 CY of borrow. These CY's are not in the estimated bid amount.	Please refer to addendum 16mar109.a01.	2010-03-08 13:14:40
March 16 <sup>th</sup> 2010	109	Does this project require longitudinal tining of the new PCC pavement?	Longitudinal tining is not required on this project. Sheet C.5 shows that the speeds are 35 mph or less. Section 2301.03 H.3. indicates that macrotexture is not needed when pavements are 35 mph or less.	2010-03-08 16:56:39
March 16 <sup>th</sup> 2010	109	Is M mix required for the pcc patching?	Section 2529.02 B.9. states "For PCC Patches, use Class M mixtures with calcium chloride."	2010-03-12 10:23:15
March 16 <sup>th</sup> 2010	109	Will smoothness testing be part of this contract.	Section 2301.03 H.4.b states that section 2317 should be applied if the PCC pavement bid item is 5000 Square Yards or greater. Since this project quantity of PCC is less than 5000 SY, then section 2316 shall be applied to this project.	2010-03-16 09:24:04

March 16 <sup>th</sup> 2010	110	Please double check the quantities for 7", 8" and 10" PCC pavement. Sheet B.1 does not seem to match the pavement on sheet L.2 for Pine Ave. Perhaps of the pavement changed from/to different depths but the quantities did not get revised? The typicals do not seem to match the L sheets. Also on sheet L.8 and L.11, what is the darker shaded paving? It is not listed on the typicals shown on B.3. (Sta. 2+70 to 3+00)	The quantities are ok, They were double checked. The L.2 sheet showing 7" reinforced PCC on Pine Ave is correct, the middle typical on Sheet Number B.3 for Pine Ave has a typo, the pavement is 7" reinforced PCC not 8" reinforced PCC w/ CD baskets. The typical sections list the Station to Station to the edge of the tie-in to the Southwest Connector, the quantities were figured for 1 panel outside of the tie-in. L.8 and L.11 show a different shading on the pavement used to tie to existing. Using HMA was discussed but in the end the designer decided to use the same type/depth of pavement that was adjacent to it.	2010-02-26 16:15:18
March 16 <sup>th</sup> 2010	110	The quantities show no mulch for urban and rural seeding, how will we prevent erosion and establish seed growth?	If mulching is required, it will be added by extra work. Mulching is not required by the plans, nor is it a bid item.	2010-03-04 11:03:59
March 16 <sup>th</sup> 2010	110	SHEET K4 OF THE OLANS SHOWS TUBULAR MARKERS. WHO IS TO DO THESE WHAT KIND ARE THEY? ARE THEY TO BE INSTALLED BY THE CITY? I CAN'T FIND THEM ANYWHERE ELSE IN THE PLANS.	The tubular markers are intended to be part of the bid item for "Traffic Control". The kind of tubular marker is under 2528.03 C.1.b.	2010-03-12 17:07:59
March 16 <sup>th</sup> 2010	110	1) The Joint utility trench is approx. 9,000' long with a detail showing two 4" conduits (18,000'). The quantities show approx. 27,000 feet of 4 inch PVC conduit. Where does the additional 9,000 feet of 4 get installed? Depending on the location, the trench may have to be deeper or wider. 2) The specifications have specific detail for conduit sweeps for the Mid American conduit installation, however, the plan does not show the locations or quantities for any sweeps. Am I correct in assuming that sweeps will not be required.	Sheet C.11 shows a tabulation of the conduits. If conduit sweeps are required, they will be supplied by MidAmerican.	2010-03-15 10:45:20
March 16 <sup>th</sup> 2010	110	item number #3, Locating Tile Lines, is this to be done prior to the strip and class 10 and what are the depths?	The topsoil stripping should be done before the locating tile lines. Section 2102.03 H.3. mentions the depth of the trenches for locating tile lines. The locating tile lines can be done before, after, or during the Class 10 excavation process.	2010-03-15 17:12:54

March 16 <sup>th</sup> 2010	111	Items 25-30 in the estimate reference states "bedding material shall be crushed stone or crushed PCC and meet IDOT gradation no. 12B". Gradation 12B is gravel - should gradation 12a be specified for this crushed stone requirement?	See addendum 16mar111.a02. The reference notes were changed.	2010-03-09 16:33:47
March 16 <sup>th</sup> 2010	111	Are the luminaires on the traffic signal poles to be provided and installed by MidAmerican Energy similar to the light poles along the roadway (Note 8, sheet P.04). Please advise	No. The Tab for the traffic signals on N.03 includes Luminaires. They are included in the cost for the Traffic Signalization.	2010-03-15 13:29:26
March 16 <sup>th</sup> 2010	112	for im-029-8(38)150--13-97 the plans show a galvanized steel 70' truss, bid item is for aluminum, is the dms truss steel and the type B truss aluminum? also the quantities of footings for steel sign post dose not match tabulations on c.3	See Addendum 16mar112.a01.	2010-03-03 16:18:57
March 16 <sup>th</sup> 2010	112	Bid Item 40 - RA-47A Barrier Intake: Note states that there are 40 Temporary tops. Could these tops be removed and reused as the Top Only (Bid Item 106) Castings. Edge Armor, Etc are very costly not to reuse.	No, the new tops must be cast in place due to the RA-47A details showing steel placement and the 'EE' joint into the adjacent pavement	2010-03-03 12:47:04
March 16 <sup>th</sup> 2010	112	In tabulation 100-24, I do not see any square yards tabulated for the inside 5' wide median from station 678+77.5 to 688+32.68. Also square yards for inside shoulder from 656+62.52 to 663+73.87 may be overstated. Please clarify.	See addendum 16mar112.a02. Changes were made to Tab 100-24 on C.11.	2010-03-10 17:20:17
March 16 <sup>th</sup> 2010	112	A note on patch tabulation 102-6C says the quantity for full depth patches is included as detour pavement but the bid item quantity is much lower than the tabulation quantity. I believe there should be a bid item for the full depth square yards, count and the cd baskets. Please review.	See addendum 16mar112.a02. Tab 102-6c was replaced with a new Detour Tab. The quantity of detour pavement was increased.	2010-03-10 17:21:59
March 16 <sup>th</sup> 2010	112	In typicals "Paving 3 and 4", on sheets B7 and B8, where there is lightweight foamed concrete under the outside edge of the pavement next to the wall, shouldn't the arrow pointing to the top of the lens of this fill be pointed to the bottom of the special backfill lens? thanks	See addendum 16mar112.a01. Sheets B.7 and B.8 were replaced. NOTE: On Sheet Numbers B.7 Typical PAVING 3 and B.8 Typical PAVING 4 the location of the arrow for "The Finish top of lightweight foamed concrete to a 1% Cross-Slope" was changed from the top of the 13 inch layer of special backfill to the bottom of the special backfill.	2010-03-04 09:41:01

March 16 <sup>th</sup> 2010	112	Sheet J.4 Sta.583+20 - 647+99 shows the TBR never sitting on the centerline / median intakes. "U" sheets 48 - 49 and 53 - 56 shows stage 2 TBR on the centerline and median intakes, J.31 shows TBR on the intakes as well. Which is correct?	The J.4 sheet has a dimension listed as "Vari." Which stands for variable therefore a distance cannot be computed from that sheet. The U sheets are drawn to scale and are the correct sheets to use for the distance/location for TBR.	2010-03-10 17:14:09
March 16 <sup>th</sup> 2010	112	Tab 102-5, page C.10 (existing pavement) does not specify Reinforcement type. Could you check with the RCE concerning this? It is my understanding that the existing PCC pavement is CRC.	See addendum 16mar112.a02. Information was added to tab 102-5	2010-03-10 17:19:24
March 16 <sup>th</sup> 2010	112	With the 800' maximum piping distance of the lightweight concrete fill, where is the area available to set up a 5000 sq.ft. "plant"?	It is only the discharge hose length that shall not exceed 800 feet in length.	2010-03-10 17:17:32
March 16 <sup>th</sup> 2010	112	The quantities reflected in the "T" sheets for the various earthwork items don't total the same numbers as the contract plan quantities---is there other earthwork that the T sheets don't reflect--or possibly just addition errors--or possibly I don't know what I'm looking at? Could you please review. Thanks	See addendum 16mar112.a02. There were changes to some of the earthwork items. These should address your concerns. If there are still concerns call 515-239-1414 or ask a more specific question.	2010-03-10 15:41:16
March 16 <sup>th</sup> 2010	112	Bid items 1360,1370 and 1420,1430 have the reversed bid quantities then what is shown on page c.3 in 190-50 chart. Which is right?	See Addendum 16mar112.a03.	2010-03-12 17:19:11
March 16 <sup>th</sup> 2010	112	The pavement removal tab page C.10 lists ramp D and loop for removal. The loop is already gone and the "J" sheets show a removal saw cut at ramp D but do not show it ever being removed. Would you please review the quantities?The same removal tab tells us that the median shoulder is PCC/HMA, I dont think there is any HMA on the median shoulder at all. Also there is a new PCC shoulder from approx sta. 646 to the S.E.O.P. is this included in the removal tab?	See addendum 16mar112.a03.	2010-03-12 17:17:22
March 16 <sup>th</sup> 2010	112	Sheet C.10 under the removal of pavement summary indicates that there is 78,048 sy of pavement removal. I am questioning this quantity based on a takeoff of the existing pavement.	See Addendum 16mar112.a03. The Pavement Removal quantity was changed.	2010-03-12 17:15:14

March 16 <sup>th</sup> 2010	112	The estimate reference information for Item 140- 11" PCCP states that "Paved shoulders shall meet the smoothness specifications for mainline pavement." Could you please clarify if this means all the paved shoulders. There are paved shoulders on the ramp, outside shoulders of different widths, an inside shoulder 10' shoulder, and then there is an inverted shoulder pour which has 60 +/- intakes that will have a barrier rail poured on top of it. Is it your intent to have zero band smoothness apply to all these areas, especially the inverted 10' shoulder?	The note says Paved Shoulders shall meet the smoothness specifications for mainline pavement. That would mean any shoulder that is paid for under that bid item would need to meet the smoothness specification for mainline pavement.	2010-03-12 17:02:29
March 16 <sup>th</sup> 2010	112	Does bid item 1500 for Drilled Shaft include everything shown on sheet V.18 including the rebar concrete in the shafts, and the rebar, concrete, excavation of the top cap?	Refer to DS-09025 Concrete Drilled Shaft for Support Structures.	2010-03-12 17:14:03
March 16 <sup>th</sup> 2010	112	Please check bid quantities on items 1360,1370, and 1410 they are different then what is shown on page C.3 on the signing project.	See Addendum 16mar112.a03	2010-03-12 17:49:03
March 16 <sup>th</sup> 2010	112	Sheet C.5 states what approximatly is on the project for Tempory Barrier Rail. How close is that to being accurate?	That is the quantity the designer has estimated, it should be accurate. The contractor should base their bid on the quantity shown and if the quantity varies the engineer would adjust payment by an Extra Work Order/Change Order.	2010-03-16 10:44:31
March 16 <sup>th</sup> 2010	113	Is there a GPS control network for Worth County and is there vertical and horizontal control set up for the job. No benchmarks or horizontal control are listed on the plan sheets	Worth county has a 3 mile grid network. No vertical or horizontal control is set up for the projects, that is the responsibility of the Contractor to provide and the County Engineer to approve. Worth County will locate and offset section corners and quarter corners as per the bid item notes.	2010-02-25 16:40:45
March 16 <sup>th</sup> 2010	151	Was the amount of partial depth patching considered when establishing working days? This is and will be a slow process (30-40) days, leaving little to no time for the remainder of the work. Please review.	Please see Addendum 16mar151.a02	2010-03-04 09:20:36



March 16 <sup>th</sup> 2010	151	Is there any additional detail or information that can be given about the partial depth patches? Are they transverse joints, longitudinal repair, etc.? It is a lot of work with very little info, makes a big difference for production.	The partial depth patches are primarily a combination of transverse joint and longitudinal pavement edge patches. The existing pavement is 22' wide with a 1979 2" HMA overlay over a 1959 PCC 7" pavement. We do not plan to mill the existing 2" of asphalt off, therefore we wanted to patch-out the unstable asphalt overlay areas with partial depth patches. A partial depth patch at the edge of the transverse joint would not necessarily extend across the lane to the centerline, depending on the soundness of the old asphalt overlay. The longitudinal partial depth patches are basically located along the pavement edge to replace the lost HMA that has raveled or popped off the old PCC pavement. We felt we needed additional support with a partial depth patch placed out along the pavement edge to provide a base to support the additional 3" of asphalt overlay (plus the initial scratch course of ¾ inches). We thought this approach to be reasonable, as we didn't want to mill the existing 2" of asphalt off and expose the underlying 50 year old PCC pavement to the elements and vehicle traffic during construction.	2010-03-03 12:44:22
March 16 <sup>th</sup> 2010	154	Item 120 is for 300 feet of 11" pcc on either side of a bridge--the tab 100-24 indicates length and width (300 x 40) and the typical TIE-3 shows a "profile" typical--I cannot find a cross section typical to tell if the pcc is symmetric about centerline and if there are any cross slope break points at the joint where the paving/shoulder interface is or if it is just straight 2% from centerline each way 20 feet--please clarify---thanks	The Cross slope for the 11" pavement needs to tie the Resurfaced pavement and Bridge approach.	2010-03-03 12:45:15
March 16 <sup>th</sup> 2010	154	Detour Pavement TAB 112-8 refers to sheet U.2 for installation of Metal Pipe, Slotted and Entrance style. Concrete is shown along slotted drain, concrete must be incidental to slotted drain? No other bid items are listed. Would like clarification.	The detail sheet 500-18 shows the PCC over the slotted drain as detour pavement. It is included in the detour pavement bid item.	2010-03-08 17:29:37
March 16 <sup>th</sup> 2010	154	Bid item 10 Special Backfill has 14,216 CY. Item code 2102-0425071 in plans show tons and cy tons. What is the bid item quantity?	See addendum 16mar154.a01 The Special backfill bid item was changed from CY to tons.	2010-03-10 17:16:11
March 16 <sup>th</sup> 2010	154	In stage 4 traffic, can the ramps be closed?	The Ramps will remain open during construction	2010-03-10 17:15:07

March 16 <sup>th</sup> 2010	154	Item 370 Field Laboratory seems unusual for project. Field Office item seems more appropriate, could this be mistake in item entered?	This is the item the designer chose. Field Laboratory is what they want.	2010-03-15 13:23:22
March 16 <sup>th</sup> 2010	154	can contractor use c-mix for patching on south bound lanes finish and repair patches	No. Standard specs say to use Class M mixture.	2010-03-15 13:21:40
March 16 <sup>th</sup> 2010	158	Are the quantities for class 13 correct?	See addendum 16mar158.a01. The quantity of class 13 was changed.	2010-03-03 12:46:07
March 16 <sup>th</sup> 2010	158	How can we construct curb and gutter from Sta. 311-315(east side) during the detour closure period when that area is north of the detour route and out of the closure area?	See Addendum 16mar158.a02. Changes were made to the Staging Notes.	2010-03-12 17:16:23
March 16 <sup>th</sup> 2010	158	It appears that many areas, especially north of Main Street, are not wide enough to install the curb and gutter and still maintain two 11' lanes of thru traffic. There has to be room for a mixer, a paver and other support equipment. Even if the widening somehow gets installed during the shutdown on one side you dont gain any room to install the opposite side because the widening has two step-ups in it that couldnt be driven on without large safety wedges being installed. Shouldnt most of this concrete widening be installed under a flagger and pilot car setup or with a longer shutdown period?	See Addendum 16mar158.a02. Changes were made to the Staging Notes.	2010-03-12 17:11:23
March 16 <sup>th</sup> 2010	201	What is the required depth of p.c.c. patches for this job?	See Addendum 16MAR201.a01	2010-03-10 17:23:12
March 16 <sup>th</sup> 2010	210	What is the required depth for the PCC patching? What is the existing pavement depth?	Please see Sheet U.01. All patches shall be a minimum of 8" in thickness. It also tells the existing pavement depths on that sheet	2010-03-05 17:46:06
March 16 <sup>th</sup> 2010	211	Is railroad insurance required on this project?	Yes. There is information in the DS-09017 and also on the Railroad Data Sheet that is attached to the proposal.	2010-03-08 16:58:42
March 16 <sup>th</sup> 2010	211	On Section 2 - STP-014 - Tabulation 102-6C on page C.7 lists granular subbase for full depth finish patches but there is no bid item for granular subbase on the proposal.	It appears you mean on C.9. If needed those subbase patches will be paid by extra work.	2010-03-08 17:00:10
March 16 <sup>th</sup> 2010	451	What is the arm lenght? What is the fixture mounting height?What type of luminaire?	Please refer to addendum 16mar451.a01.	2010-03-05 13:11:52

March 16 <sup>th</sup> 2010	451	On item 19 (Patches): Tab 102-6C on C.4 On site 1 there are 2 areas that are 12.9' x 12.5' so shouldn't the total SY increase by 17.9 to a total of 139.2 SY?	Please refer to addendum 16mar451.a01.	2010-03-05 16:04:26
March 16 <sup>th</sup> 2010	451	On item #17, would the construction survey have to be done by a licensed land surveyor? It seems that most of the work could be field located and built.	Section 2526.03 B. states "Ensure survey work is completed by a Professional Engineer licensed in the State of Iowa in responsible charge, or a Professional Land Surveyor licensed in the State of Iowa in responsible charge, according to the provisions of Chapter 542 B, Code of Iowa."	2010-03-15 13:19:30
March 16 <sup>th</sup> 2010	451	Will CAD drawings be available to the surveyor?	No.	2010-03-16 09:26:01
March 16 <sup>th</sup> 2010	452	Is soils information available for this project? There is a lot of drilling to do for the posts on the noise wall.	Yes there is information available. They are available at Url: ftp://contractsftp:n6HaL7aZ@165.206.203.34 This is the read only user for external users: Username: ContractsFTP Password: n6HaL7aZ	2010-03-11 17:33:42
February 16 <sup>th</sup> 2010	001	This is in reference to all BO #! - Why does it take so long for "ALL" Plans and Bid Proposals to be posted on BIDX?	Posting PDF's of plans and proposals involves individually manipulating numerous electronic data files. This is a time consuming manual process and occurs simultaneously with issuing contracts and reports for the previous letting and processing orders for letting documents for the current letting. These latter activities are a priority for the Contracts Office, particularly in consideration that paper plans are available at no cost.	2010-02-11 10:10:54
February 16 <sup>th</sup> 2010	001	There is a tab for Safety Closures, but no bid item. Should there be a bid item?	See addendum 16feb001.a01	2010-02-12 12:07:29
February 16 <sup>th</sup> 2010	004	section 1 has item # 0420 remove light pole footing quantity of 5. Section 4 item # 880 has quantity of 6. Which section will pay for footing removals? I think they are doubled up?	Please refer to addendum 16feb004.a01.	2010-02-02 13:55:20
February 16 <sup>th</sup> 2010	004	There are numerous times the plans tell me to reference the J Sheets. I am not showing any J sheets in the plans? Either they are not there, or we got a bad set of plans.	This is a color plan. The color sheets are bound separate from the black white sheets. Look for a separate set of color J sheets.	2010-02-09 10:04:18
February 16 <sup>th</sup> 2010	004	line 0980 does this include removal of the concrete footing? RB on page N.02 indicates footing is not part of the sign assembly. line 0990 should this quantity be 10? line 1020 should this quantity be 258.5? line 1030 should this quantity be 8?	Please refer to addendum 16feb004.a02.	2010-02-12 15:26:36

February 16 <sup>th</sup> 2010	004	Plan notes indicate that the PCC bridge approaches and associated construction will not be placed until after settlement of the new embankment, which could be 10 months after construction. There are only 130 working days, (6 months), on the contract to begin with. Is it anticipated that the PCC bridge approaches and associated work, (Stages 3B, 3C, and Final) will be completed in the 2011 construction season? Do we need to add \$500/day to our contract amount to cover the additional time it will take to complete the project as staged? How will days be counted over the normal 2010/2011 winter shutdown period?	The exact time of settlement is unknown. The contract period is set up to complete the project by the end of the 2010 construction season. If the final bridge approach can not be built this year because settlement has not occurred, working days would have to be suspended as per 1108.	2010-02-15 17:38:22
February 16 <sup>th</sup> 2010	010	Is the RCB 96' as in the Quantities or 66' as shown on sheet 3?	The RCB is indeed 96' as shown on cover sheet, estimate of quantities and reference information. The Longitudinal Section on Sheet 3 of 5 shows 66' with a note "Dimensions perpendicular to roadway". Total bid and placed in drainage ditch is 96' of barrel (and 2:1 end sections). Perpendicular to the roadway is about 66' inside of closest parapet to inside of closest parapet.	2010-02-04 09:20:45
February 16 <sup>th</sup> 2010	012	In the proposal Line No. 0400 - reinforcing steel epoxy coated, the quantity lists 141,238 lbs. I'm showing the Super and Abutments weight alone is that amount. It doesn't include the Rails/End Section. Is this correct?	The steel in the rails/end section is paid for under the LF bid item for rail. So, yes, that is correct.	2010-02-09 12:53:09
February 16 <sup>th</sup> 2010	012	Could you clarify which of the Lee County bridges, BO12-BO20, are zone 3 and which ones are zone 4?	B.O. 13 appears to be zone 3, the other bid orders are zone 4.	2010-02-08 17:53:09
February 16 <sup>th</sup> 2010	018	It appears that items 0070 and 0180 Concrete Barrier Railing are listed at half the quantity for each bridge. Pages 19 43 show the 186.0 lf as the length of one side. I believe the quantity for each bridge should be 372.0 lf.	Please refer to addendum 16feb018.a01.	2010-02-08 18:02:28
February 16 <sup>th</sup> 2010	021	The quantity for "furnish PCC overlay concrete" seems high.	Please refer to addendum 16feb021.a01.	2010-02-10 09:47:43

February 16 <sup>th</sup> 2010	024	Item 470 is for dowelled median. Item 490 is 6" median. The item description for both items describes the same tab and notes. It appears the area for Item 490 is over same area that is patched under Item 1020. Should Item 490 exist or should all the quantity be included in Item 470? Is there any median that detail 6139 on B.4 applies to?	The tabulation of concrete medians 112-5 shows the dowelled median and 6" median in different areas on the project. There does not appear to be any overlap. The detail 6139 is for the 6" median. The reference note for 6" median should reference 6139, 6149 is a typo.	2010-02-12 16:31:48
February 16 <sup>th</sup> 2010	024	Referring to tab 108-12, it only shows "L-1" Type RM-40 connectors for the circuits in the median walls. The qty of connectors does not correlate to the qty of fixtures. For example, ckt 1W has a qty of 60 type L-1 conn for poles 1-49 on the north side. There are a total of 24 fixtures to be mounted on these poles. Using two L-1 per fixture, it leaves an excess of 12 connectors. Where are addl 12 to be installed or is this incorrect. Also, what connectors (ie: Y-1, Y-2, Y-3) are to be used in the handholes in the median walls for the branch feeder connections / light pole wiring for the Y-taps and thus their qty.	See addendum 16feb024.a01.	2010-02-12 10:58:20
February 16 <sup>th</sup> 2010	024	Can PVC conduit and/or IMC conduit be used in lieu of rigid conduit for the electrical conduits to be cast in the median walls (all concealed conduits).	Under Review	2010-02-04 13:58:11
February 16 <sup>th</sup> 2010	024	In reference to the bid items for the electrical conduit find the following: What bid item does various conduits for the circuits/fiber go being that bid item #1160 - Electrical circuits does not include conduit according to C.5, item #82. Specifically, there is approx 11790' of 2" between junction boxes only by using the junction box schedule on sheet 107. (however, the bid item #0560 - Concrete barrier rail states that it only includes 2894' of 2" and 256' of 1")Also, tab 108-2A on sheet C.11 calls out 1", 1 1/4", and 2" to be installed, but is not identified as what bid item it applies to.	The cast in conduit is incidental to the item that it is cast into as follows:Item 19- Includes 6188 feet of 2" and 568 feet of 1" conduit and 77 junction boxes and fittings (per sheet 2) Item 20- Includes 2762 feet of 2" and 2 feet of 1" conduit and 7 junction boxes and fittings (per sheet 2) Item 56- Includes 2894 feet of 2" and 256 feet of 1" conduit and 44 junction boxes and fittings (per sheet C.3)All surface mounted conduit on the bridge shown in tab 108-2A on sheet C.11 is included in item #1160 per SP-090040 for "Lighting".	2010-02-08 18:01:34

February 16 <sup>th</sup> 2010	024	For the sign removal listed on pages J.18 to J.23, what bid item is this subsidiary to or will a bid item be issued for the sign and post removal (not to be reinstalled). My count is 20+ for the removals, but the only item referenced for the signs and post is #0920 - "Remove and Reinstall sign as per plan" (total of 4 ea).	The J sheets show temporary signs put up as part of the traffic control for pavement markings. Removing those temporary signs are part of the traffic control bid item.	2010-02-12 16:28:46
February 16 <sup>th</sup> 2010	024	Regarding the special provisions on the high performance concrete, is it correct to assume that the contractor is responsible for all high performance concrete testing and quality control on both the bridge and paving bid items that pertain to high performance concrete?	Yes.	2010-02-12 10:34:55
February 16 <sup>th</sup> 2010	024	Referencing bid item 24, vibration monitoring- is it the intent of IDOT that each location (12 EA) will require vibration monitoring per the special provisions for the project duration?	Yes the vibration monitoring shall be accomplished per the instructions given in the special provision.	2010-02-12 10:38:26
February 16 <sup>th</sup> 2010	024	The contract documents require mechanical rebar splices on the longitudinal steel and the drilled shafts at pier 5, abutment 1, and abutment 2. Is it possible to utilize staggard lap splices as an alternate?	No, mechanical splices are required.	2010-02-12 16:08:07
February 16 <sup>th</sup> 2010	024	Plan sheet #120 directs the contractor to weld the shaft rebar to the O-Cell. Is the standard IDOT grade rebar suitable for this welding or should the contractor anticipate a weldable rebar grade?	ASTM A615 reinforcement (the "standard grade IDOT rebar") is acceptable for this application given that the welds are for erection purposes and are temporary in nature. If desired, the contractor may use ASTM A706 reinforcement ("weldable rebar grade") at no additional cost to the State.	2010-02-15 09:16:03
February 16 <sup>th</sup> 2010	024	Regarding bid item #30 removal of asbestos, plan sheet #2 estimate reference information identifies 2,514 LF of 2" transite conduit embedded in the existing bridge curbs. Thourough review of the existing bridge plans details the embedded transite conduit in existing plan sheet #13,15,17,29,31 at the east and west cellular abutment approaches. Existing plan sheet #35,45 detail both conduits as suspended conduits. Please review and modify if necessary the quantities of suspended asbestos conduit removal as well as the embedded asbestos conduit removal.	If the length of conduit in the field differs significantly from the length shown in the reference note and this results in a change of scope, the contractor can negotiate a change in the price of this item.	2010-02-15 10:37:05



February 16 <sup>th</sup> 2010	024	Bridge approach tab states 12" paving, but references RK-25 which is a 10" approach. Which is correct?	The detail sheets for the modified RK-25 clearly show 10". The bridge tabulation showing 12" is a typo.	2010-02-12 10:59:00
February 16 <sup>th</sup> 2010	024	There are 30 RA-63 intakes called out on plan sheet c13 104-5b. The bid item is only for 6 RA-63 intakes. Would this be handled by an increase in the quantity item/extra work for the actual number of RA63's constructed?	The tabulation shows RA-63 intakes and RA-63 Modified intakes. There is a bid item for 6 RA-63 intakes (No. 29 on C.1) and a bid item for 24 RA-63 Modified intakes (No. 77 on C.2).	2010-02-12 11:50:30
February 16 <sup>th</sup> 2010	024	Will IDOT be providing the staking for the bridge or will it be the General Contractor's responsibility?	There is a bid item for construction survey. The contractor is responsible.	2010-02-12 11:08:17
February 16 <sup>th</sup> 2010	024	This job is a mess!! Far too many problems to list. Doesn't anyone check their work before submitting plans?	Yes, this plan was reviewed. If you have a specific question please ask.	2010-02-12 11:06:29
February 16 <sup>th</sup> 2010	024	There are 111 light poles on this project how do they get paid for? How much of section E-E on page PP.3 is the contractor to provide and install.	See addendum 16feb024.a01 for light poles. In section E-E, the light pole the part the contractor is to provide.	2010-02-12 15:28:47
February 16 <sup>th</sup> 2010	024	Does DS-9033 pertain to the prestress concrete beams? The document appears to refer to substructure and decks.	No, DS -09033 is not for beams it is for substructure and decks.	2010-02-15 09:19:11
February 16 <sup>th</sup> 2010	028	The existing bike trail is very close to the new pier and will have to be removed in order to build the pier, set beams, and build storm sewer. Also, I don't see any mention on whether we are allowed to close the trail to pedestrians. Snow is currently being removed from the trail and it is open.	Because the work to close the trail and remove and replace the trail is not addressed in the plans, this work will be handled by an extra work order after the letting.	2010-02-09 12:29:18
February 16 <sup>th</sup> 2010	028	Regarding Bid Item 370 Sliplining, there is no specification/detail information for this item. We see the 18" line on the plan that they wish to have sliplined, but where is the information relating on how to do this work?	See the Standard Specifications 2549.	2010-02-15 15:34:59
February 16 <sup>th</sup> 2010	028	Please review square yards for bridge approach item 0530. Overstated?	Bid the Quantity in the Proposal. It appears the quantities would match up to the width of the bridge for the reinforced section and to the width of the pavement for the non-reinforced section.	2010-02-15 15:37:10

February 16 <sup>th</sup> 2010	028	The plans show special curved barrier rail end sections but there are no reinforcing quantities or details nor are there any concrete quantity details for these end sections. The RE-46 standard is for temporary barrier rail and does not provide this detail either. What are the reinforcing details and quantities and concrete quantities for the barrier rail end sections?	See RE-46. This is not temporary. The approximate concrete quantity is shown on RE-46. The requirements for the Dowels are shown also. That is the only reinforcing required.	2010-02-15 15:34:02
February 16 <sup>th</sup> 2010	031	A battery backup system for the traffic controller is typically required in the city of Iowa city. I cannot find one in the plans and specs. Is a ups system required? required	There is not one mentioned in the Special Provision for Traffic Signalization. If a backup system is needed it will be added by an extra work order.	2010-02-12 15:26:07
February 16 <sup>th</sup> 2010	031	On sheet C.03 the Estimate Reference Info for Item 32 states that the length of the test pile should be included in item 29. Shouldn't this length be included in item 31 instead?	Yes, this is a typo.	2010-02-10 11:44:25
February 16 <sup>th</sup> 2010	031	According to the segmental retaining wall spec, Granular Backfill for the wall should be paid for by the TON as a separate item. The quantity of gran. backfill on the plans does not include this material.	Bid the quantity of Granular Backfill in the Proposal. Yes the granular backfill for the segmental retaining wall will be paid for as per Specification.	2010-02-16 10:20:58
February 16 <sup>th</sup> 2010	031	It appears that the center pier should be completed during the Site 2 activities in an effort to not interfere with the I-80 Median PCC paving project. If this work is done prior to the Site 1 late start date, will working days be charged on Site 1 since there will not be full access to the bridge work?	Site 01 for all bridge work. It is not anticipated that any bridge work will occur during site 02.	2010-02-16 10:22:00
February 16 <sup>th</sup> 2010	101	Is there a way, or somewhere to get or see the bidders list as to who is bidding this project?	The bidders and plan holders lists are available to Bid Express subscribers. This information is located in the subscriber box for individual bid order numbers. We also e-mail the entire list to interested contractors every day the week prior to the letting. Please provide us with your e-mail address. The last way to get this information is to call the Office of Contracts and the names only of the contractors holding bidding documents will be read over the phone.	2010-02-02 14:00:06

February 16 <sup>th</sup> 2010	101	Item 580 is a full depth patch item. A large portion of the removal has a dowelled median on top of it. (See MED-RMVL on page B.6) Shouldn't there be a separate bid item for dowelled median removal? Also, if CD baskets are required this item is also missing.	refer to addendum 16feb101.a01	2010-02-12 11:05:47
February 16 <sup>th</sup> 2010	103	Please clarify the "balance" data for the class 10--presently there is not enough detail to properly estimate the item--is it all cut all fill etc	Please refer to addendum 16feb103.a01.	2010-02-08 17:56:55
February 16 <sup>th</sup> 2010	103	Can some more detail about the existing bridge be shown--our plan sheets are too faint in that area to determine the width of the existing bridge--	Please refer to addendum 16feb103.a01.	2010-02-08 17:57:27
February 16 <sup>th</sup> 2010	103	Please clarify the detail in the upper right of sheet C1. Is the intent that at 187+65 where the overlay ends it is to begin being the 8" at centerline and 9" at edge typical with a transition to 12" uniform on grade at the north end--or are there some typos--is the right side suppose to depict the 5" overlay and the left side the 8" to 9" typical on grade--please clarify--if there is actually some 12" paving there needs to be a pay item quantifying the area so we aren't trying to back calculate the added volume going into the pay item for the on grade paving thickness of 8.5" which the quantity for this area appears to be in.	Please refer to sheet C1 and look at the typical "AT EOP". The bid item is for variable thickness.	2010-02-08 18:00:37
February 16 <sup>th</sup> 2010	103	Notes on B1 for 2510-6750501 remove and crush pavement indicate the contractor is to furnish the crushing site, but Ida County maintains ownership of excess material after shouldering is complete--since the crushing site will probably be on private property requiring an agreement, is there some time frame that Ida County can commit to removing the excess material in after the shouldering is complete so that we could restore the site to the owner's satisfaction	Please refer to addendum 16feb103.a01.	2010-02-08 17:59:45
February 16 <sup>th</sup> 2010	103	Contract item 190 is for the placement of crushed concrete from the project as granular shoulders--since this project allows the entire granular shoulder to be 100% recycled concrete shouldn't the description be type B for the construction, methods, and equipment requirements--it would be very expensive to use pugmills etc to prewet this material	Please refer to addendum 16feb103.a01.	2010-02-08 17:59:01

February 16 <sup>th</sup> 2010	103	It appears as though there is not enough removal to satisfy the need for crushed granular shoulders. Should virgin material be needed to satisfy this item can we assume it would be added by change order?	Yes, if materials other than what are called for in the plans are needed, they would need to be added by change order.	2010-02-12 12:15:50
February 16 <sup>th</sup> 2010	103	On the pccp overlay, are there 3 longitudinal joints and do all joints get steel,are the transverse joint 8 foot on center. Thanks	Just the centerline joint gets steel, according to RH-22. The reference note on B1 states that longitudinal joint spacing is 5.5 feet, and that transverse joints are 8 foot nominal spacing.	2010-02-15 10:38:53
February 16 <sup>th</sup> 2010	103	Do all the joints on the pcc overlay get sealed, Thanks	The transverse joints must be sealed. The longitudinal joints do not need to be sealed. This is per Standard Road Plans RH-22, RH-50 and RH-51.	2010-02-15 15:38:31
February 16 <sup>th</sup> 2010	103	Is this project tax exempt.	Yes.	2010-02-16 10:23:56
February 16 <sup>th</sup> 2010	103	You have a surface preparation bid item for the unbonded pcc overlay,if there is a HMA stress relief layer is there a need for surface prep. Thanks	Yes.	2010-02-16 10:23:08
February 16 <sup>th</sup> 2010	105	Please check quantity for item 70 granular subbase on the (214) part of the project--there is a modified subbase treatment on a 2500 foot piece of the subgrade--the tab for granular subbase has left out the subbase on top of this modified, but the typical 3224 on sheet b.2 shows it thanks	Typical 3224 on B.2 does not show Granular Subbase, it shows Modified Subbase.	2010-02-15 13:21:33
February 16 <sup>th</sup> 2010	105	A little bit ago I asked a question about granular subbase quantity of the (214) part of this bid order, and how it interacts with the modified subgrade treatment--can you check the same stuff on (211)--thanks	Typical 3224 on B.2 does not show Granular Subbase, it shows Modified Subbase.	2010-02-15 13:20:09
February 16 <sup>th</sup> 2010	105	Will Electronic Files be provided prior to the bid? I am sure that the contractors that rough graded the project already have electronic files. Electronic files should be issued to all bidders to make things fair.	This project did not have the machine control grading requirement therefore no electronic files will be provided.	2010-02-15 09:27:01
February 16 <sup>th</sup> 2010	106	The estimate reference information for Item 20-Class 10 states that there is 14,650 CY of fill. It does not mention borrow. Is the contractor to furnish this material or is there a designated borrow?	See Addendum 16feb106.a01	2010-02-15 17:39:38
February 16 <sup>th</sup> 2010	106	The detail sheet for the permanent signing shows painted crosswalks, but not a bid item!	Refer to addendum 16feb106.a02.	2010-02-11 16:58:42

February 16 <sup>th</sup> 2010	108	Sheet C7 contains the tabs for the pavement removal and disposition of existing paving--can you give an equation that ties the mile post in the existing paving tab to a station in the removal tab--I haven't done a site visit yet--or if there is that data in the plans let me know where I have missed it--	M.P. 197.53 (Tab. 102-5) = Sta. 160+50.000	2010-02-12 14:10:43
February 16 <sup>th</sup> 2010	108	On sheet B1 in typicals 5103A and B shouldn't X be 518 mm	Yes, 410 is a typo, it should be 518.	2010-02-12 14:11:17
February 16 <sup>th</sup> 2010	108	The plans don't give any direction on what needs to be done with the trees. Can we burn and bury them on the site? I am sure I will also need to talk to the cities about this as well.	Please read Article 2101.03 CONSTRUCTION in the Standard Specifications for Clearing and Grubbing requirements pertaining to burning of material.	2010-02-12 14:04:05
February 16 <sup>th</sup> 2010	108	ON SHEET NO. V.14 IT SAYS EXISTING RCB IS TO BE FILLED AND ABANDONED. I CANNOT FIND A BID ITEM FOR THIS OR THE MATERIAL TO BE USED.	The work to fill and abandon the existing culvert was not added to the plan. If necessary it will be added by Extra Work Order.	2010-02-12 14:04:43
February 16 <sup>th</sup> 2010	108	On Sheet No. C.14, tabulation 108-8Am, it calls for 4 each Barrier Transition Section; I can not find a pay item for this.	You are correct. These are shown in the plan but a bid item was not included for them. If they are required then they will be paid for By Extra Work Order.	2010-02-12 16:06:43
February 16 <sup>th</sup> 2010	108	This question applies actually to 108, 109, and 10A--the trimming of the pregraded subgrade amounts to 6138 m3 on 108 and 4072 m3 on 109--it is noted this material can be used in the earth shoulder construction--I think it should be added to the class 10 quantity--this would be how it has been paid in the past and is how it is being paid on bid order 105 in this letting on the highway 30 work west of 330--thanks	The bid item on the plan is Earth Shoulder Construction which includes the dirt and the finishing. This plan is correct and will be bid as it is. When a plan has the bid item for Earth Shoulder Finishing then the dirt is included in the Class 10 quantity.	2010-02-12 16:38:15
February 16 <sup>th</sup> 2010	108	Will Electronic Files be provided prior to the bid? I am sure that the contractors that rough graded the project already have electronic files. Electronic files should be issued to all bidders to make things fair.	Yes, they have been posted on BIDX.	2010-02-12 17:43:11
February 16 <sup>th</sup> 2010	108	My Question is Actually for Bid Order 10A. The Plans for the PCC Pavement New- NHX030-6(115)--3H-86 and NHSX-030-6(77)--3H-86 are not posted in the subscriber documents. They only have the traffic signal plans posted. Can you post the T-Sheets on the Subscriber Documents?	All the plan sheets for BO 108 and 109 are still there for your use. The trick is to click on BO 107 and then in the upper right hand corner click the down arrow button, that will take you to the next BO 108 and then you can select the files you are looking for.	2010-02-12 11:48:19

February 16 <sup>th</sup> 2010	109	In the cross sections the mainline pavement is 7.8m wide but in the pavement tabulations the width is listed as 7.2m. While bid order 108 has the width listed as 7.8m or are these two projects to be paved at different widths?	Refer to addendum 16feb10A.a01.	2010-02-12 12:03:45
February 16 <sup>th</sup> 2010	109	Are C.D. baskets required within the median on U.S. 30? Is an expansion joint required to isolate the median paving from the mainline paving?	No 'CD' baskets are required within the 'MW' distance on Typical 5103D (sheet B.2). 'E' joints will be required on the outside of the 0% median section.	2010-02-12 16:33:09
February 16 <sup>th</sup> 2010	109	On page B5, typical 7129 for the PCC paved shoulder, The tabulation calls out all EB US 30 and all in the Outside lane. Some of the stationing for each tab overlaps, Is some of this shoulder supposed to be for the WB lane? Am I missing something? Please explain	This is a typo, the last four lines should be WB instead of EB. The quantities should all be correct.	2010-02-12 16:38:56
February 16 <sup>th</sup> 2010	109	Will Electronic Files be provided prior to the bid? I am sure that the contractors that rough graded the project already have electronic files. Electronic files should be issued to all bidders to make things fair.	Yes, the projects are not totally withdrawn because 10A is still in the letting.	2010-02-12 16:41:12
February 16 <sup>th</sup> 2010	109	This applies to BO 10A, the (122) Lighting Project: There is a conflict in the plan sheets regarding provision of electrical service. Sheet C.01 has a note that says Alliant Energy will provide service to the control station. Sheet P.03 has a note that says the contractor is responsible for all charges to provide service from the existing power lines south of U.S. 30. Which governs?	The note on P.03 states "Contractor is responsible for any and all charges related to extending electrical service that are not covered by the Utility. Charges may include..." This note is ambiguous. The note on C.01 under Electrical Service states "Alliant Energy will provide secondary service (120/240 volts single phase) to the Control Station." This note is clear and matches the intent of the Standard Specifications in Article 2523.03C. The contractor shall assume that Alliant energy will provide service to the Control Stations. If any other work is required it will be paid for by Extra Work Order.	2010-02-12 16:34:03
February 16 <sup>th</sup> 2010	109	ON PLAN SET (077) SHOULD THE GRAN SHOULDER ITEM INCLUDE WORK SHOWN ON TYP 7153, THE BID ITEM LOOKS LOW. ALSO THE M3 FOR THE EARTH SHOULDER CONSTRUCTION DOES NOT LOOK CORRECT. WHAT IS THE TYP 7153 SAYING ABOUT THE EARTH SHOULDER CONSTRUCTION?	Bid the Quantity of Granular Shoulder and Earth Shoulder Construction that are shown in the Proposal. Typical 7153 is showing that the work for Earth Shoulder fill will be paid for as Earth Shoulder Construction.	2010-02-15 17:01:37



February 16 <sup>th</sup> 2010	110	The typical cross section of the trail shown on plan sheet B.01 (foth 2/foth 4) appears to show that some excavation/displacement dirt will need to be dealt with-can this material be used for backfill of the trail or will it need to be hauled off and if so how will this be paid for?	Under Review	2010-02-15 17:45:22
February 16 <sup>th</sup> 2010	151	What does O.E and O.N in the guardrail tabs sheet c.11 mean	O.E. means Oxford East stationing and O.N. means Oxford North stationing. See sheet A.2 for more information.	2010-02-10 11:32:21
February 16 <sup>th</sup> 2010	153	Bid Item No. 0120 Patches, Partial Depth Repair lists 512.00 square yards. The plan lists the partial depth patches as PCC. According to spec 2530.04 partial depth PCC patches are measured in square feet. Are these partial depth patches PCC or HMA?	These are Partial Depth Repair Patches not Finish patches and as the plan states they are PCC. The Method of Measurement and Basis of Payment is per 2212.04 and 2212.05 and Square Yards is correct.	2010-02-15 09:25:37
February 16 <sup>th</sup> 2010	154	The item for Full Depth Repair includes 1308 s.y. of asphalt for a curbed, earth median. What is the length, width and thickness for this asphalt to be placed?	refer to addendum 16feb154.a02	2010-02-12 17:12:35
February 16 <sup>th</sup> 2010	154	Is the quantity for item #0190 Base Course correct?	Refer to addendum 16feb154.a02	2010-02-12 10:32:57
February 16 <sup>th</sup> 2010	154	Is the quantity correct for Item #019 Hot Mix Asphalt Mixture, Base Course?	refer to addendum 16feb154.a02	2010-02-12 17:13:13
February 16 <sup>th</sup> 2010	155	Bid Item No. 0100 is Partial Depth Repair by Area but there is no Bid Item for Partial Depth Patch Material. The Partial Depth Patches are included in Bid Item No. 0120 Repair Patches by Count.	Refer to addendum 16feb155.a01	2010-02-12 10:57:29
February 16 <sup>th</sup> 2010	155	Item #550 stipulates UPRR Insurance Provisions. Is there a railroad data sheet available for train activity and railroad contact information?	Refer to addendum 16feb155.a02	2010-02-12 10:55:23
February 16 <sup>th</sup> 2010	155	Intelligent Compaction SP-090048 Do all rollers require IC?	Refer to addendum 16feb155.a02	2010-02-12 10:56:15
February 16 <sup>th</sup> 2010	155	Are the Design Quantities on the typical cross section MC-1 correct on sheet B.1 from Sta 91+74.02 to Sta 113+12.13?	The quantities checked out fine. This is an area that is calculated per location, not per station. (There are two divisions at the center of the intersection) The location is an offset left turn lane with two right turn lanes that are being resurfaced including base widening.	2010-02-11 12:10:43

February 16 <sup>th</sup> 2010	159	PLANS STATE SIDEWALK CLOSED WITH ORANGE SAFETY FENCE. ISN'T THIS DEFEATING THE PURPOSE OF THE NEW PEDESTRIAN PATH CLOSURES. ISN'T THIS TO PROTECT THE BLIND? WON'T THE FENCE CAUSE A TRIPPING HAZARD FOR THE BLIND?	Per Specification 1105.04 In case of a discrepancy The Plan prevails over the Developmental Specifications. If changes need to be made they will need to be made by Extra Work.	2010-02-15 13:17:37
February 16 <sup>th</sup> 2010	159	On the estimate reference sheets Class 1 pipe bedding material is required for backfill for the storm sewer pipe, storm sewer manholes and intakes, and sanitary manholes. Where the water and sewer services are under the road will Class 1 Bedding be required for backfill?	The plan states "Place and compact all bedding and backfill material according to requirements for Class 1 pipe bedding material." It will be required everywhere.	2010-02-15 15:51:44

February 16 <sup>th</sup> 2010	201	<p>On Hwy 14, Bid item 110 is 3.2 miles. The actual crack sealing is on 4 areas of asphalt skip patches which total about 2 miles. Will the engineer (inspector) decide to pay actual areas sealed, or use the plan quantity 3.2 miles?</p>	<p>The quantity for pay will be 3.2 miles. The quantity was based on Standard Spec. 2541.04.A.4, as shown below.2541.04 METHOD OF MEASUREMENT. Measurement will be as follows: A. Crack and Joint Cleaning and Sealing (HMA Surfaces). 1. Miles (kilometers), calculated to the nearest 0.1 mile (0.1 kilometer), of main line pavement and shoulders on which cracks and joints were cleaned and sealed. Calculations will be based on the center line distance of main line, two-lane pavement, corrected for main line pavement of more than two lanes, including climbing lanes. 2. Shoulders 4 feet (1.2 meters) wide or less will not be measured separately. 3. At intersections, rest areas, and interchanges designated for cleaning and sealing, the additional areas of widened pavement, ramps, storage lanes, turning lanes, paved medians, and parking in rest areas will not be separately measured for payment. 4. Between limits for which cleaning and sealing is intended for either pavement or shoulders, no deductions will be made for bridges, intersections, or other interruptions where cracks or joints are not to be cleaned and sealed.2541.05 BASIS OF PAYMENT Payment will be the contract unit price as follows: A. Crack and Joint Cleaning and Sealing (HMA Surfaces). 1. Per mile (kilometer) for pavement or shoulders on which the cracks and joints were cleaned and sealed. 2. Shoulders 4 feet (1.2 meters) or less in width are incidental to the price bid for Crack and Joint Cleaning and Sealing (HMA Surfaces). 3. Payment is full compensation for all labor, equipment, and materials (except for sealer, but including backer rod or sand) for cleaning and sealing cracks and joints.</p>	2010-02-08 17:55:12
February 16 <sup>th</sup> 2010	202	<p>Can you please define what specifically is required in order to comply with Security Issues Note 1 of the General Notes on plan sheet C.3</p>	<p>The contractor will be required to submit the names, birthdates, and social security numbers of all employees that plan to enter the facility. The Oakdale Warden will conduct the background checks.</p>	2010-02-11 10:13:58

February 16 <sup>th</sup> 2010	206	In section 1 Bid Item No. 0060 lists 6,300 LF of Longitudinal Joint Repair. The width to be milled isn't listed. The old spec book states that the width is 6" unless designated in the contract documents. The new spec book states the width to be milled will be designated in the plan documents. Is the width 6"?	It is the intent to be a 6" width.	2010-02-12 16:36:19
February 16 <sup>th</sup> 2010	303	ARE THE BID QUANTITIES CORRECT FOR 13, 14, 18, 19 AND 26? I COME UP WITH LESS THAN THE BID QUANTITY	Bid the quantities as they are and if they are in error, they will be adjusted by extra work order.	2010-02-12 14:12:06
February 16 <sup>th</sup> 2010	306	Is it correct that there is 21,070 ton of Gran Shoulders on the project as the plans say?	See Addendum 16feb306.a01	2010-02-12 12:05:23
February 16 <sup>th</sup> 2010	351	Could the completion date for site #2 be reviewed. The work on this project requires the contractor to work in the ditch. These ditches are full of snow which will add extra costs and time to move.	The contract period has been reviewed and no changes will be made.	2010-02-10 11:47:38
February 16 <sup>th</sup> 2010	353	Will an Electronic Cad file be provided from the engineer?	That can be discussed after the letting. No files will be available before the letting.	2010-02-10 11:43:15
February 16 <sup>th</sup> 2010	353	The plans show quantities of 4" PVC and 4" GRC being installed. There is only a pay items for 4" PVC. SP-090065 Section 1.9 Measurement and Payment A. 25 Is labeled "CONDUIT, 4 INCH PVC, BORED"	Under Review	2010-02-12 14:13:48
February 16 <sup>th</sup> 2010	354	In reference to the installation of the new sign structures (total of 2) and the removal of the old structures, due to not having the phasing information, dates for construction/completion, and current detour/driving lanes being occupied for the concurrent bridge work and I-80 improvements included in the bidding documents; how are we to bid the installation/removal of the structures. Do we include barricading, lane closures, and night-time work to perform this work? Or is the successful contractor able to perform the work without the use of lane closures and barricading if coordinated with the contractors for the other concurrent projects.	The contract period determines when the project can begin. The traffic control plan and TC road standards tell you when and how you set up the work zones. The bid item traffic control is where you put your costs for all the items shown on the road standards.	2010-02-12 15:24:49
February 16 <sup>th</sup> 2010	354	In reference to the DMS Board Installation, does this bid item include any electrical work such as providing a controller/controller pad, conduit and wiring for power and controls, underground for power/controls, etc. Nothing is shown.	This project is just to install the sign on the truss. No electrical work is included. If needed it would be added by an extra work order.	2010-02-12 11:05:00

February 16 <sup>th</sup> 2010	401	Do the water and sewer services have to be disconnected at the main or back of curb? If at the main what is the location and depths of these utilities. Also, what about the trees?	Per Specification the water service is to be tapped off at the main. The city can inform of the depth of the utilities. If the trees are to be removed, they will be done by extra work order.	2010-02-12 12:04:52
February 16 <sup>th</sup> 2010	601	Are long term lane closures permitted or will the contractor open the lane closure at the end of each work shift.	The traffic control plans do not restrict duration of closure.	2010-02-12 15:52:01
January 20 <sup>th</sup> 2010	000	Are we to assume that the new pedestrian barricade is to used on all projects where sidewalk work is to be done or just on projects that call for it in the proposal or plans?	It would only apply to projects that have DS-09027, Developmental Specifications for Pedestrian Path Closures, assigned to the proposal. If those requirements are missing they would have to be added by Extra Work Order.	2009-12-31 11:24:45
January 20 <sup>th</sup> 2010	000	Where do we find the defination for winter shut down?	For General Questions not related to specific Bid Order please use Contracts email or call the Office of Contracts. In general winter work is defined by article 1108.02F of the Standard Specifications. Individual contracts may have more specific requirements.Contracts email is dot.contracts@dot.iowa.gov and the phone number is 515-239-1414	2010-01-13 15:45:05
January 20 <sup>th</sup> 2010	002	How much painting is required? Will there be painting on both bridges?	See sheet 2 under the General Notes. Note 9 in the first column, and the 3rd and 6th paragraphs in the second column, explain what needs to be painted.	2010-01-15 11:26:53
January 20 <sup>th</sup> 2010	003	The bridge standards (H30S1) referenced in the plans for this job are not accessible via the DOT Electronic Specifictions site. Where can we get these standards?	On the Iowa Department of Transportation website Electronic Reference Library (ERL) on the left hand edge click on Archive then go to the Standard Bridge Plans and scroll down to the H30S1 standards.	2010-01-05 16:55:58
January 20 <sup>th</sup> 2010	005	During the clearing and grubbing operations will burning be allowed?	You would need to contact the local authority to verify if burning is permitted in there area	2010-01-19 10:12:38
January 20 <sup>th</sup> 2010	007	Am I missing something? No bid item for Excavation, Class 20 or something similar to it? It seems a bit odd with 4 RCBs that there wouldn't be any.	See Addendum 20jan007.a01. The Class 20 was accidentally included in the class 10. Changes to the quantities were made by addendum.	2010-01-14 12:12:59
January 20 <sup>th</sup> 2010	007	On tabulation 1 on sheet C.4 station 327+67 shows 78 LF of 84" RCP and aprons with guards. Are there bid items for this? There is quantity for the Granular Backfill of 800 tons, but there is no Class 20 or removal of the existing structure.	See Addendum 20jan007.a01. The Tabulation has been changed.	2010-01-14 12:07:56

January 20 <sup>th</sup> 2010	007	The addendum changes the size of the pipe from 84" to 60". However, sheet D.02 and tabulation 1 on sheet C.04 conflict with Bid Item 16 with regard to the type of the pipe. Are we installing CMP or RCP pipe and aprons?	The bid item in the Proposal is Culvert, Corrugated Metal Entrance Pipe 60 inch. That is what will be bid and installed.	2010-01-15 11:21:33
January 20 <sup>th</sup> 2010	009	We are required to include camber in our deck forms in accordance with the diagram shown on Design Sheet No. 8 of 20, (Sheet Number 9 of the plans). This is reflected by our deck elevations when we place the deck and does not flatten out when we remove the formwork. Since Specification 2428, "Smoothness of Bridge Decks" applies to this project, is it your intent to have the form camber ground off the new deck when it shows up as bumps and dips on the profilograph?	This project has been withdrawn from the letting.	2010-01-14 12:10:17
January 20 <sup>th</sup> 2010	009	50 working days, including concrete cure time, is a very aggressive schedule. Could the contract time be extended since the Stage 2 and 3 work is not scheduled to begin until the 2011 season, or must we include acceleration costs in our bid units to meet this tight time frame?	That is the contract period that is set for this project.	2010-01-06 18:20:50
January 20 <sup>th</sup> 2010	010	This project calls for temporary crash cushions in the proposal but under the tabs they are listed as severe use? The plans also list RE-85 (sand filled)?	See Addendum 20jan010.a01. The Temp Crash Cushions were changed to Severe Use.	2010-01-11 18:18:02
January 20 <sup>th</sup> 2010	010	Channel excavation will be required on this project to open up the channel for the new bridge which is 70' longer than the existing bridge. Is the channel excavation included in the Class 10 Roadway and Borrow bid item and the template quantities?	See Addendum 20jan010.a01. The Plan note for Class 10 was changed.	2010-01-11 18:17:26
January 20 <sup>th</sup> 2010	011	Where are the 10 Kendall light fixture being paid for? Page v.28	See Addendum 20jan011.a01. The Light fixtures are part of item 70.	2010-01-14 12:27:34
January 20 <sup>th</sup> 2010	011	Bid item 0590 shows trenchless 12" dia DIP Water Main, on sheets U.10 U.11 the profile shows casing pipe. Bid item # 0600 includes casing pipe. How should we bid this?	See Addendum 20jan011.a01	2010-01-14 12:26:59



January 20 <sup>th</sup> 2010	011	Sheet V.32 shows 2' of Modified Subbase under the bridge approach pavement. The not says see applicable RK bridge approach pavement standard. There is no RK bridge approach pay item as the sidewalk is paid for under Structural Concrete (Bridge) as noted on sheet V.34. Will there be a tabulation of modified subbase and other applicable materials to be placed under the sidewalk approaches?	There is no mention of how modified subbase is to be paid for in the plans. There are no RK road standards listed in the tabulation of road standards. There is no quantity given for modified subbase in the plans. Therefore, you should not include modified subbase in your bid. It will be added by extra work order in needed.	2010-01-14 12:16:32
January 20 <sup>th</sup> 2010	011	Will working days be charged during the 90 calendar day settlement period of approach fills for the bridge as indicated V.01?	If there are major items of work being done days will be charged. If waiting for the settlement period is all that is being done the contractor has the option of asking for temporary suspension of work.	2010-01-14 12:33:35
January 20 <sup>th</sup> 2010	011	Why do bid items 76 and 80 have different quantities? Will both of these items be paid at plan quantity?	Bid the quantity that is in the proposal. These items are noted in Special Provisions as being paid at length installed.	2010-01-14 15:32:52
January 20 <sup>th</sup> 2010	011	Could the hollow base pieces of the decorative columns be cast as 2 pieces and pinned and epoxied together? This would leave a vertical construction joint on the base piece.	On v.23 The plan says each column contains five separate pieces in addition to the light fixture. The base is one piece.	2010-01-15 19:20:34
January 20 <sup>th</sup> 2010	011	During the 90 day calender waiting period, will working days only be charged for controlling operation work (bridge). To make the schedule work, other major (non-controlling) items need to be worked on during the waiting period.	Following is the definition of Controlling Item of Work. "The Controlling Item of Work is the unique activity of a contract that will determine the duration of the construction period. The character of this work may change during the construction period. It is the work that could be in progress at any time that would have the greatest influence on the duration of the construction period." There are other major items of work that impact the schedule therefore they would be controlling items of work. Controlling items of work are not limited to bridge items on this contract. It is anticipated that a majority of the days during the 90 calendar waiting period will have working days charged. The Late Start Date of April 5, 2010 and 130 working days anticipates completion of the project by the end of the 2010 construction season which is November 15, 2010.	2010-01-15 19:17:19

January 20 <sup>th</sup> 2010	011	Sheet Number D.09 has some general handrail details and the proposal quantifies 445 LF of Steel Pipe Pedestrian Hand Railing on the project. Could you provide a little more detail, maybe a tabulation, on where this goes on the project, stationing, run lengths, elevation changes, rail curvature, attachment details, etc.?Thanks,	This project has been withdrawn from the letting.	2010-01-20 11:41:13
January 20 <sup>th</sup> 2010	011	it is standard that all of iowa city has a ups battery back up system on the traffic controller. I cannot find one in the specs is one required?	This project has been withdrawn from the January letting. If a backup battery system is not in the SP or other specifications, then one is not required.	2010-01-19 17:39:09
January 20 <sup>th</sup> 2010	012	Is PVC or rigid steel conduit to be used in the underground trench?	PVC can be used in all non-paved trenches.	2010-01-05 11:52:53
January 20 <sup>th</sup> 2010	012	Plan Sheets V.02 and V.04 itemize the excavation, HP, structural concrete, and reinforcing steel quantities for the north and south bridge abutments. The proposal does not appear to include these quantities. Is this an oversight or are these to be incidental to the pre-engineered steel truss trail bridge bid item?	The itemized quantities are included in the Trail Bridge bid item #10; refer to specification section 2429.	2010-01-07 14:16:03
January 20 <sup>th</sup> 2010	015	A plan note says the beams have to be 90 days old before the deck is poured. We have not seen this kind of requirement before and know of no good reason for it. With a job this size the beams are going to have to be cast far in advance of starting the project in order to get 90 days of age on them before pouring the deck. Who dreamed up this requirement and why?	The 90 day requirement is correct. It was determined by the DOT Office of Bridges and Structures in coordination with the Structural designer of the project. The requirement is because the beams are not normal A beams, they are longer than usual and are designed based on continuity rather than as a simple span.	2010-01-07 16:18:30
January 20 <sup>th</sup> 2010	016	On page 1 of the proposal it states that Pre-D wages are not in effect for this project, but on page 2 you are requiring certified payroll. Is this a common practice or is this a misprint?	Please refer to Addendum 20jan016.a01 written on January 13, 2010.	2010-01-15 19:21:31
January 20 <sup>th</sup> 2010	018	Item 10 in the estimate reference information states "material shall be Class A Crushed Stone, or crushed pavement meeting the requirements of section 4121". Does Class A crushed stone need to meet the requirements of section 4121, or section 4120 for this item?	Class A Crushed Stone must meet the requirements of 4120.04. Crushed PCC Pavement must meet the requirements of 4121.	2010-01-14 15:30:25
January 20 <sup>th</sup> 2010	020	Project proposal shows no pre-d wages for this project, but requires certified payroll. Is this correct?	Please refer to Addendum 20jan020.a01 written on January 13, 2010.	2010-01-19 09:26:46

January 20 <sup>th</sup> 2010	103	Sheet C.01 on the "Estimate of Quantities" Ref 1 has a quantity of 7224 CY Under the "Reference Information" #1 Class 10 has a cut of 21169 CY You also give reference to 4" of topsoil where is item for that?	Please refer to addendum 20jan103.a01.	2010-01-08 18:31:24
January 20 <sup>th</sup> 2010	103	Shouldn't there be an item for earth shoulder finish (assuming the cubic yards for the typical template behind the curb are in the class 10)	No, this is part of the class 10 bid item.	2010-01-12 13:05:42
January 20 <sup>th</sup> 2010	103	I had asked the question about earth shoulder finish-- what did I miss that makes it part of the class 10?	All the finishing you are required to do is described in Article 2102.03 CONSTRUCTION. K. Finishing. Any additional finishing will be added as extra work.	2010-01-19 13:48:47
January 20 <sup>th</sup> 2010	103	Does Bid item #1;Class 10 cut qty include volume of topsoil stripping?	Class 10 Excavation does not include topsoil stripping. Please see addendum 20jan103.a01 for further details.	2010-01-19 09:34:35
January 20 <sup>th</sup> 2010	104	B.O. #104 includes the bridge approach for a bridge built under a different project. The bridge rail is built under the non-tied bridge contract. This will cause a scheduling nightmare. Current IDOT practice has been to let the bridge approach with the bridge contract. Can you move the bridge approach paving to the bridge contract?	These projects have been set up this way and will not be changed	2010-01-04 13:00:11
January 20 <sup>th</sup> 2010	104	This project is .47 miles in length and looking at the 5,979 STA of painted pavement markings. I am guessing this is an error.	This project was Withdrawn from the letting. The pavement Markings will be reviewed before next advertisement.	2010-01-14 12:11:01
January 20 <sup>th</sup> 2010	105	Please review bid items 0280, 0290, 0300, and 0310. See plan sheet D.4. Incorrect usage of construction and contraction joints. Uses C.D. instead of R.D. in patch located at station 302+10 and C.T. instead of R.T. at stations 302+98 and 303+03.	See Addendum 20jan105.a01 dated 1/12/2010	2010-01-20 11:40:33
January 20 <sup>th</sup> 2010	106	Is the PVC conduit to be used on the project schedule 40 or 80?	PVC is to be schedule 80	2010-01-05 16:56:44
January 20 <sup>th</sup> 2010	107	Are the working days for this project for the base bid only, or are the options for this project going to add working days?	The working days are for the entire project, including added options. No working days will be added, and none will be taken away, based upon bids with the added options.	2010-01-07 14:17:04
January 20 <sup>th</sup> 2010	108	Is engineering fabric going to be needed on the longitudinal subdrain, also the subdrain tabulation calls out a 4-inch pipe but the bid documents call out a 6-inch. Please clarify.	No engineering fabric will be needed according to RF-19C. See addendum 20jan108.a01 for clarification of pipe size.	2010-01-20 11:39:30

January 20 <sup>th</sup> 2010	108	How is the temporary granular surfacing being paid? How are the street patches over the storm sewer crossings being paid?	We don't think there will be any Temp. Granular Surfacing needed; however if there is it will be added by extra work order. The street patches over the storm sewer crossing will be paid under the 8" PCC Paving item.	2010-01-13 15:26:20
January 20 <sup>th</sup> 2010	108	Is the pavement removal for the storm sewer crossings included in the pavement removal item (0200) or is it incidental to the storm sewer pipe, Also is the storm pipe using fabric wrapped joints or sealed joints?	The pavement removal for the storm sewer crossings should be included in the pavement removal item. The storm sewer pipe shall include fabric wrapped joints.	2010-01-14 12:17:35
January 20 <sup>th</sup> 2010	108	There is no bid item for Cleaning and Prep of Base. How is that going to be paid?	The cleaning and preparation of base for the HMA Overlay will be per spec. 2214. No separate item.	2010-01-14 12:17:04
January 20 <sup>th</sup> 2010	108	Does the Class 10 Excavation include displacement/excavation for the Granular Subbase?	Yes, the Class 10 Excavation includes the material displaced to make room for the Granular Subbase.	2010-01-19 13:50:11
January 20 <sup>th</sup> 2010	108	Does the Class 10 Excavation include the displacement/excavation for the Granular Subbase material? If not, how is that to be paid?	The Class 10 Excavation includes the material displaced to make room for the Granular Subbase.	2010-01-19 13:51:03
January 20 <sup>th</sup> 2010	152	The "intellegent compaction" bid item. Do we need to put on all rollers (break down, intermediate, and finish) or just on the break down roller?	It is just on the breakdown roller as defined in 090048.02 A.	2010-01-04 11:46:19
January 20 <sup>th</sup> 2010	152	It makes reference to "Intellegent Compaction". DO we need it just on the break down roller or on the breakdown, intermediate, and finish rollers?	It is just on the breakdown roller as defined in 090048.02 A.	2010-01-04 11:32:53
January 20 <sup>th</sup> 2010	152	Please review bid items 0430, 0440, 0450, and the corresponding tabulation 102-6C on sheet C.8. Square yards and E.F. joints understated?	No. The Bid quantity matches the tabulated quantity.	2010-01-04 13:01:15
January 20 <sup>th</sup> 2010	152	I am not satisfied with your response in regards to my previous question pertaining to bid items 0430,0440, and 0450. If there are 8 patches at a length of 8' and a width of 14' this calculates to 99.52 sq. yds. This would also mean that the E.F. count would be 8 as well. One E.F. joint paid for per patch. (Up to 14' width) as referenced in RR-1. Review again.	See Addendum 20jan152.a01, The quantities were changed.	2010-01-11 15:00:02
January 20 <sup>th</sup> 2010	152	There is no bid item for the C.T. joints shown in tab 102-6C on sheets C.7 and C.8. Are they required?	If needed these will need to be paid by extra work.	2010-01-14 15:32:21
January 20 <sup>th</sup> 2010	152	Is it the intent for all roller on the project to be IC rollers or is only one needed?	Per SP-090048 They are the Breakdown rollers as defined in 090048.02.	2010-01-13 12:10:14

January 20 <sup>th</sup> 2010	152	line 210 intelligent compaction. Verification/repeatability testing requirements raise concerns of possible normal compaction technique failure to achieve concerence with section 2303 of standard specifications. Will contractor be penalized if system fails to provide accurate repeatable test results, matching cores normally taken. Roller manufactures are concerned spec(# B under 090048.03)may not provide the quality demanded in section 2303. Will contractor or manufacturer be responsible?	As Stated in the SP-09048 “The results will be used for research purposes to validate the manufacturer claims for IC measurement reliability.” This information will be used for future specification development to establish minimum repeatability criteria (again, just like any other measurement device). Currently, no repeatability criteria have been set, so we don’t have any way to enforce such a criteria. We will share results with manufacturer.	2010-01-19 17:10:39
January 20 <sup>th</sup> 2010	152	will breakdown roller for intelligent compaction be allowed maintain normal reliable compaction sequence without interruption as long as can provide the required data?	Yes.	2010-01-19 17:09:29
January 20 <sup>th</sup> 2010	152	Intelligent Compaction; Checking with roller manufactors I don't feel any roller accelerometer based compaction measurment is a reliable compaction values on asphaltic concrete.It will not correlate to core densities. My question is do you expect it to correlate and if does not are you allowing project to continue, or are stopping project for not complying	The objective is not necessarily to correlate to density, but rather to look for relationships between temperature + density + underlying layer support conditions. I’m confident that this will yield positive results based on past experience. This approach will be part of the research phase for this project (not the specification).	2010-01-19 17:06:47
January 20 <sup>th</sup> 2010	153	Bid Item 0080 has a quantity of 9,630 CY of Class 13. The tables in the plans total less than 1,000 CY. Where is the additional material coming from?	Per the district, The material comes from the excavation for the proposed paved shoulder. The Estimate Reference Information on sheet C.2 refers to the typicals on sheets B.2 and B.3. The individual entries in these typicals are "per side per station". See the circled note 1 next to the word 'Quantities'. This is referenced on both tabs at the top.	2010-01-13 12:27:43
January 20 <sup>th</sup> 2010	156	Line No 0020 shows partial depth repair on the proposal but shows these as finish patches on the tabulation on C.02. Line No 0030 lists patches by count for partial depth repair. Partial depth HMA is paid for by the ton and not the count.	See Addendum 20jan156.a01. The Patch items were changed.	2010-01-15 11:23:45
January 20 <sup>th</sup> 2010	157	Tab 104-5C STA 473+50: Does the 125' of 18" RCP replace the 16" Private Tile within the R.O.W.? If so, what type of material is existing tile?	Per tab 104-5C the 18" RCP is a Case A Tile in the same location as the existing 16". The type of material is not known.	2010-01-06 18:20:17

January 20 <sup>th</sup> 2010	157	The earthwork quantity cut and fill on sheet R.01 do not reflect the cut and fill on the cross sections. Are the columns on sheet R.01 labeled correctly? If not is the plan quantity accurate?	See Addendum 20jan157.a01. The column Headings were changed by addendum.	2010-01-12 11:23:48
January 20 <sup>th</sup> 2010	157	Is Strip Respread or Subgrade Prep NOT REQUIRED on this project since they are not listed any Where?	I am not sure what bid items you are referring to with this question. The bid items in the proposal and the work that is included with those items will need to be bid.	2010-01-19 13:49:32
January 20 <sup>th</sup> 2010	158	The typical x-sections indicate that the majority of the existing pavement is to be "rubblized." Will the HMA overlay be controlled horizontally and vertically by this broken pavement surface, or will the construction surveyor be required to set paving hubs for string line? If controlled by paving hubs and string line, who is responsible for developing the horizontal alignment, stationing, and centerline profile?	All of the items should be included in your bid Item 25 - CONSTRUCTION SURVERY See Bid Item Reference Notes. The County Engineer will assist with the existing section corners.	2010-01-05 16:54:33
January 20 <sup>th</sup> 2010	202	Please review square yards for patches in project MP-141-3(705)77--76-14. It looks like the square yards are understated.	Bid the quantities as indicated in the plan. Also see Addendum 20jan202.a01.	2010-01-13 15:27:51
January 20 <sup>th</sup> 2010	205	On Bid Order #205 it calls for a Standard RF-19E with a date of 10-20-09. The latest Std RF-19E has a date of 10-16-07, please advise.	10-20-09 is the current date for RF-19E.	2009-12-31 16:10:58
January 20 <sup>th</sup> 2010	301	For the clearing and grubbing item it states that all logs larger that 13.99" dbh that are not salvaged by the contractor will be stockpiled at certain areas along the trail. What is the purpose leaving the logs, what are their future plans? How clean of a cut do the logs need to have? Could we just burn all the trees instead?	The plans do not say what the future plan of the logs are. The plans do not specify how clean the cut needs to be. Bid the most cost effective cut. No you cannot just burn the trees.	2010-01-19 13:54:08
January 20 <sup>th</sup> 2010	301	Sheet B02, TEEP GRADE MARKER DETAIL. The post is to be brown, what color is the decal to be type of sheeting is the decal to be made of ?	The Plan detail shows a decal is required for each side of the marker. You will need to provide the cheapest decal that meets what is in the plan.	2010-01-19 13:47:00
January 20 <sup>th</sup> 2010	302	In the schedule of prices, Section 4 is titled "Items for a Triple Reinforced Concrete Box Culvert" But the quantities listed are for the box culvert extension on plan sheet V.2	Please refer to Addendum 20jan302.a01	2010-01-07 16:02:59
January 20 <sup>th</sup> 2010	302	are line items on proposal 76-80 for rcb extension 2.4mx1.8m on sheet v.2 of plans?	Please refer to addendum 20jan302.a01.	2010-01-12 16:30:01



January 20 <sup>th</sup> 2010	302	Will elliptical pipe be approved in lieu of acch pipe?	You must bid what is in the plans and proposal, and if you're awarded the contract, it could be discussed at that time.	2010-01-20 09:50:29
January 20 <sup>th</sup> 2010	303	Is there going to be an item for subdrain outlets or are they incidental?	Subdrain outlets appear to be required based on the tab on sheet C.8. They will need to be added by extra work order if they are needed.	2010-01-19 13:52:38
January 20 <sup>th</sup> 2010	304	Is the dirt that is to be moved for the RCB at sta. 164+20.01 included in Line #80-Class 23, Roadway Pipe Culvert?	Yes, as indicated in reference note #8 on sheet C.01, the 287 CY under the structures tab would be representative of the excavation for the box culvert.	2010-01-14 17:50:43
January 20 <sup>th</sup> 2010	305	The project quantity for Class D revetment is 800 ton. In the item reference notes Ref 5 it states that 1952.28 tons will meet gradation given. Is this correct?	Bid the 800 tons as shown in the ESTIMATED PROJECT QUANTITIES tab. If more than 800 tons are needed, it will be added by extra work order.	2010-01-12 13:09:37
January 20 <sup>th</sup> 2010	351	Why is the DOT setting the price for Temp Crash Cushions, Severe Use?	See Addendum 20jan351.a01.	2010-01-13 12:04:04
January 20 <sup>th</sup> 2010	352	Sheet A.02 Note 10 What conduit is to be used under paved areas as the quantities just show schedule 40 PVC?	All conduit on this project (except above the ground conduit) may be schedule 40 PVC or Schedule 80 may be used.	2010-01-14 12:15:30
January 20 <sup>th</sup> 2010	352	May HDPE be used for the enire project as allowed at the spot lactions on page N.24?	The only place it would not be allowed is for above ground conduit.	2010-01-14 12:14:55
January 20 <sup>th</sup> 2010	352	If project can be completed without clearing and grubbing, is the clearing and grubbing required to be completed?	Yes, Clearing and Grubbing is a bid item on this project it will be done.	2010-01-14 12:13:55
January 20 <sup>th</sup> 2010	352	The railroad indicated a flagger is 120.00 per hour. The specifications indicate \$70.00 per hour has a special arrangment been made for this rate?	The Railroad Data sheet says "Flagger services have been typically costing \$700 for a 10 hour workday inclusive of all overhead and travel costs." If the railroad has quoted something different that is what the costs would be.	2010-01-15 11:22:43
January 20 <sup>th</sup> 2010	353	Is there a contact person we should coordinate with if we are wishing to do a site visit in order to review the existing conditions?	If you plan to set foot on the railroad bridge, you may want to call the railroad contact listed in the Railroad Data Sheet attached to the proposal.	2010-01-07 10:01:43
January 20 <sup>th</sup> 2010	354	SP-096010 Page 6 Section G and sheet C.1 call states it is the contractor's resposibility to "integrate" the signal system with the City's Fiber system. It goes on to say all integration work will be done by the current maintenance contractor. What is their scope of work? Is it paid for under this contract?	Integration means the fiber needs to be spliced and tested. Imon Communications in Cedar Rapids, Iowa holds the city's fiber optic contract.	2010-01-14 15:29:55

January 20 <sup>th</sup> 2010	354	Who is the City's current fiber optic maintenance contractor and who is the point of contact?	Integration means the fiber needs to be spliced and tested. Imon Communications in Cedar Rapids, Iowa holds the city's fiber optic contract.	2010-01-14 15:28:58
January 20 <sup>th</sup> 2010	355	The sign dimensions for the signs on sheet N.05 top left hand corner Pole and mastarm signs?	The tabulation on sheet N.05 for Pole and Mast Arm Signs refers to sign numbers. These are standard signs, which can be found in the MUTCD.	2010-01-07 10:03:36
January 20 <sup>th</sup> 2010	355	Need the dimensions of the plastic handhole required from sheet N.05 top right hand corner that is called for.	Please refer to addendum 20jan355.a02.	2010-01-08 18:32:10
January 20 <sup>th</sup> 2010	355	From the chart on sheet N.04 are we to assume that no wire quantities were added for installation in the signal poles.mastarms or handholes?	Please refer to addendum 20jan355.a02. The wire quantities are figured in the table (attached to the addendum 20jan355.a02), under the heading "Control".	2010-01-08 18:33:13
January 20 <sup>th</sup> 2010	355	Need to know the purchase price of the Mastarm Street signs to be purchased from the city per sheet N.05.	Please refer to addendum 20jan355.a01.	2010-01-07 10:04:34
January 20 <sup>th</sup> 2010	355	Are the traffic poles to be designed to State of Iowa or SUDAS standards. Page 9 of 26 indicates 2-piece pole shafts which would suggest SUDAS but all other references suggest IDOT standards.	The poles and mast arms must be built according to the special provision.	2010-01-11 18:20:20
January 20 <sup>th</sup> 2010	356	SP096017 Page 6 G Contains no specifications for the fiber optic cable to be provided and installed.	Please refer to addendum 20jan356.a01	2010-01-14 15:31:13
January 20 <sup>th</sup> 2010	356	SP096017 Page 6 G Need to know the make and model of the fiber optic panels to be provided to match the existing ones per spec.	Please refer to addendum 20jan356.a01.	2010-01-14 15:31:45
January 20 <sup>th</sup> 2010	356	Are the traffic signal poles to be designed to IDOT or SUDAS specifications? Page 9 of 26 calls for the 2-piece pole shaft like SUDAS but all other references suggest IDOT specs.	The poles and mast arms must be built according to the special provision.	2010-01-11 18:19:07
January 20 <sup>th</sup> 2010	360	Do you have any soil boring reports for this site?	We do not have any soil boring information for this area.	2010-01-12 09:32:29
January 20 <sup>th</sup> 2010	360	The electronic plan sheets on Bidx for this BO are for a Pottawatamie lighting job.	The correct plans and proposal are now posted on BidX	2010-01-12 11:39:10
January 20 <sup>th</sup> 2010	360	Will Toe Walls be required for the 24-inch and 18-inch Aprons, and will any of the trees on the east row line have to be removed to complete the new drive at station 79+00 if so how will they be paid.	No Toe Walls are required for either the 24" or the 18" Aprons. Trees will be transplanted by the City before construction begins	2010-01-19 13:54:47

January 20 <sup>th</sup> 2010	360	I would like to confirm that the installation of the 152LF of 24" RCP will require the use of flowable mortar.	Flowable Mortar is not required for use with the 152LF of 24" RCP on this project.	2010-01-19 17:05:09
January 20 <sup>th</sup> 2010	402	Who is responsible for the disconnection of utilities for the houses to be removed?	Per specification 2538.03 D the contractor is responsible for removal of utilities.	2010-01-14 12:06:59
January 20 <sup>th</sup> 2010	451	If our engineers feel we do not need temporary shoring in certain areas, will the state still require the temporary shoring to be installed?	You must bid the project as shown in the plans. After the project is awarded, if you are the successful bidder, you may submit a value engineering proposal to the contracting authority.	2010-01-14 12:22:18
January 20 <sup>th</sup> 2010	451	Is there any tabulation for the track removal and replace item. It is bid as a lump sum but I see nowhere it is quantified	You are right that the item is not in a tabulation. However, sheet V.02 has a scale as well as station numbers that show where the track must be removed.	2010-01-14 15:28:20
January 20 <sup>th</sup> 2010	451	In the pipe tabulation it mentions headwalls in column heading. Are we supposed to include a headwall with our bid for apron, and if so what type are we supposed to bid.	Headwalls are just required at the box culverts and the culvert at Station 65+21.64. Headwalls are paid for by structural concrete and reinforcing steel. The remaining CMP culverts just require a CMP apron.	2010-01-15 19:18:35
January 20 <sup>th</sup> 2010	451	Do the H Piles require pile points?	If the plan does not say pile points are required, pile points are not required.	2010-01-19 13:53:17
January 20 <sup>th</sup> 2010	451	What is the flowable mortar called out on the estimated qty's on pages V.21 and V.23 to be used for?? Also under what item is this to be paid for?	Refer to the detail on sheet B.02 for placement details. The item is bid as flowable mortar on sheet C.01.	2010-01-19 13:52:04
January 20 <sup>th</sup> 2010	451	We've had some conversations with the UP RR regarding the use of flaggers on the project. They indicated that depending on the method of construction and proximity to the tracks on any given day, multiple flaggers at multiple locations will be required, (i.e. both bridge sites, culvert extension sites with temporary shoring, grading at toe of ballast, etc). One flagger will not cover the entire project length. How should we bid this since the proposal lists calendar days for the flaggers and the \$700 charge appears to be for only one flagger?	Please refer to the DS for A+B Flaggers; read the definition for railroad flagger day. It states "The need for flaggers at multiple sites per calendar day will result in the Contractor being charged an additional number of railroad flagger days."	2010-01-19 13:57:40
January 20 <sup>th</sup> 2010	501	Can the material excavated for other work on the site be used as fill where needed for the class 10 excavation?	Soils used in Class 10 Excavation must meet the requirements of section 2102.02 D.2.	2010-01-11 11:36:38
January 20 <sup>th</sup> 2010	501	Will working days be charged for watering?	No, according to Section 2601.03Q of the Standard Spec book.	2010-01-12 15:14:12

December 15 <sup>th</sup> 2009	001	Looking at the TBR, proposal says 775LF and in the plans shows 2 runs of 262.5 for a total of 525???	The drawing on sheet 6 shows 5 12'-6 rail sections at each end, and 21 12'-6 rail sections in the middle, for a total of 31 sections of 12'-6 rail. This is a total of 387.5 feet, times 2, which equals 775 lineal feet.	2009-12-01 10:19:25
December 15 <sup>th</sup> 2009	002	The plans do not address the overhead lines to the north of the existing bridge. The north abutment of the proposed bridge appears to be directly under the overhead lines. Will these lines be moved prior to early start date so we can drive piling in north abutment?	On sheet 2 - Under Tab 105-4 STANDARD ROAD PLANS. UTILITY COMPANIES WHOSE FACILITIES ARE KNOWN TO BE WITHIN THE CONSTRUCTION LIMITS SHALL BE NOTIFIED BY THE CONTRACTOR OF THE CONSTRUCTION STARTING DATE.	2009-12-08 17:47:13
December 15 <sup>th</sup> 2009	005	It does not appear that the number of working days are adequate for the amount of work shown. Will working days be suspended on days during the May 15-July 31 Topeka Shiner shutdown period when the controlling item of work is an activity that cannot be performed because of the restriction?	The intent of the contract period is to complete the project by the end of the 2010 construction season. Working days will not be suspended between May 15 and July 31. The plan notes are clear about the restrictions that protect Topeka Shiners however work is still expected during this period. The contractor should marshal the necessary forces and schedule their work to assure continued progress that completes the project by the end of the year.	2009-11-25 15:15:53
December 15 <sup>th</sup> 2009	005	There is no bid item for temporary channel crossing.	Per current specifications (Section 2547) it is incidental to Mobilization.	2009-12-08 14:44:59
December 15 <sup>th</sup> 2009	010	Item # 4 Excavation seems high for shoulder strengthening and paved shoulder. Does some quantity go elsewhere?	Please refer to addendum 15dec010.a02.	2009-12-08 17:45:10
December 15 <sup>th</sup> 2009	012	Per typical WHKS-2 on sheet B.01. #6 bar is required at 12" centers on the top mat of longitudinal steel in the bridge approach pavement. What size of bar is required on the bottom mat of longitudinal steel?	Please refer to addendum 15dec012.a02	2009-12-08 09:20:24
December 15 <sup>th</sup> 2009	013	Since there is not a breakdown of the construction joints on the plans, I'd like to know if we could construct the structure with just one joint in the center. I'd like to know if this would work for BO# 014 also.	The structure is to be built according to the road/bridge standards in the plan.	2009-12-14 16:06:09

December 15 <sup>th</sup> 2009	014	The structure on this job is identical to the one on Bid Order 13 but this job has 4 times the CL 10 Channel excavation, triple the CL 20 excavation, double the Clearing and Grubbing and yet has 5 less working days than Bid Order 13. Why are we expected to do more work in less time on Bid Order 14 than Bid Order 13?	See addendum 15dec014.a01	2009-12-11 12:11:53
December 15 <sup>th</sup> 2009	101	Tab 104-10 item #5 references a sanitary sewer manhole at sta. 1521+57. Is this the same manhole as bid item #13 in the project quantities?	Yes	2009-12-07 17:09:55
December 15 <sup>th</sup> 2009	101	I was told by a railroad official that any time we cross the tracks being they are in a non signal area a flagger is required. Isn't that rather ridiculous?	The railroad does not want it's train traffic impacted by construction activity. Therefore, their requirement of a flagger is justified.	2009-12-11 09:17:53
December 15 <sup>th</sup> 2009	102	Please review and clarify intent and requirements of p.c.c. patching and p.c.c. paving items. Details for these items are contradictory or incomplete.	See Addendum 15dec102.a01.	2009-12-10 15:01:04
December 15 <sup>th</sup> 2009	102	Where do we find approved vendors for the pedestrian path closure barricades?	DS-09027 Shows a URL which you can use to get to the list of Type II Barricades that meet the NCHRP Report 350. Or they are available at the following link: <a href="http://safety.fhwa.dot.gov/roadway_dept/policy_guide/road_hardware/listing_workz.cfm?keyword=36searchval=workzone">http://safety.fhwa.dot.gov/roadway_dept/policy_guide/road_hardware/listing_workz.cfm?keyword=36searchval=workzone</a> Note: The barricades listed meet NCHRP Report 350, but may not necessarily meet the other requirements of the DS. It will be up to the contractor to find ones that have the correct rail configuration.	2009-12-08 17:46:24
December 15 <sup>th</sup> 2009	104	Could you clarify the bedding/backfill requirements on the storm sewer. If granular material for pipe runs under and along pavements are required, is this incidental to pipe? No Pipe embedment details are shown or referred to in plans.	The detail on page B.06 is for subdrain. For bedding and backfill requirements on the storm sewer, refer to specification 2503.03 B 2.a., which refers to Section 2552.	2009-12-07 17:08:58
December 15 <sup>th</sup> 2009	104	Sheet B.06 shows a 4" reducer tee to be installed and extended to property line for future connection of sump pumps. How many of these are necessary?	There is not a bid item for this work. Therefore, if these are needed, they will be added by extra work.	2009-12-11 12:12:39

December 15 <sup>th</sup> 2009	104	The plans and special provisions for watermain indicate the contractor is to provide the fire hydrants. Marion's water department has a policy of only allowing hydrants purchased from the water department to be installed on their system. Will contractors be required or allowed to purchase the fire hydrants from the city water department?	Contractors are not allowed to purchase the fire hydrants from the City of Marion.	2009-12-14 18:45:17
December 15 <sup>th</sup> 2009	105	There is a discrepancy between the plant quantities shown in the plant schedule and what there are actually shown on the plan sheets. Are there other planting areas that are not shown on the L sheets in the medians and the the intersection?	Sheet L.02 quantities are correct. The daylily and purple coneflower are paid under the bid item "Flowers, as per plan". The switchgrass, little bluestem, and prairie dropseed grasses are the #1 ct, and the fragrant sumac is the #5 ct. On sheet L.03, the top drawing is for both medians A and E, and the bottom drawing is for medians B and D, so quantities for each drawing should be doubled, and then the calculations should come out correct.	2009-12-01 10:22:51
December 15 <sup>th</sup> 2009	105	Sheet C.07 - Tab of Pvmt Mrkgs under Column 14- Crosswalk Line is for 6" White but Plan Sheets P.01 through P.04 show 24" Intl. Crosswalk. Which is correct will Tab of Pvmt Mrkgs change per addendum?	Please see addendum 15dec105.a02.	2009-12-11 14:02:26
December 15 <sup>th</sup> 2009	105	Note #15 and 16 on sheet N.1 refer to materials that are to be purchased from the city and installed by the contractor. If this note is correct we will need to know the costs of these materials in order to figure appropriate costs in the bid.	Please see addendum 15dec105.a02.	2009-12-11 14:03:43
December 15 <sup>th</sup> 2009	105	There is a bid tab for Construction Staking, but there is no G-Sheet for control points or benchmarks. How many control points and benchmarks are there on this project? Also there are no station offsets for all the Flared End sections.	Please refer to addendum 15dec105.a03.	2009-12-11 18:44:12
December 15 <sup>th</sup> 2009	105	The Estimate Reference Information for Bid Item #12 - 8" PCC Pavement lists removal of signs as incidental to this work. The sign table in the plans is for the signs to be removed and replaced under bid item #50. If there are signs to be removed and not replaced, what signs are they, where are they located, who becomes the owner of the removed signs?	Because the signs are not listed in the plans, if there are signs that need to be removed, they will be added by extra work.	2009-12-14 10:33:34



December 15 <sup>th</sup> 2009	105	Within the Adjustment of Fixture table, there are two items described as FO.What is an FO and what needs to happen for this to be an acceptable adjustment?	FO is Fiber optic. The adjustment will be made by the utility company but the contractor will need to coordinate work schedules.	2009-12-14 10:20:05
December 15 <sup>th</sup> 2009	105	Within the fixture adjustment table there is a telephone adjustment located within the proposed sidewalk.Is this an item where the contractor will actually complete an adjustment, or will this be completed by the utility owner?If completed by the contractor, what is the fixture and what specific adjustment will be required?	The utility owner will complete the adjustment of the telephone. The contractor will need to coordinate work schedules.	2009-12-14 10:21:21
December 15 <sup>th</sup> 2009	105	Bid Item #18 Reinforcing steel epoxy coated has no Estimate reference information to indicate what the steel is being used for. What is this pay item being used to build?	The reinforcing steel is for the medians. Sheet Q.04 shows these details.	2009-12-14 09:14:27
December 15 <sup>th</sup> 2009	105	Bid Item #55 is for waterborne/solvent pavement markings. Bid Item #56 is for durable pavement symbols. Is this a typing error? Typically the lines and symbols are specified to be painted with the same material.	No. Bid these items as shown in the plans and proposal.	2009-12-15 09:33:04
December 15 <sup>th</sup> 2009	105	Why was construction survey pulled? Who is doing the survey for this project?	Construction survey was pulled due to an error in the contract documents. Either the Contracting Authority will survey the project, or it will be extra work ordered into the contract.	2009-12-15 12:58:29
December 15 <sup>th</sup> 2009	106	PEDESTRIAN PATH CLOSURES, DOES THIS MEAN THE HOLE LENGTH OF THE CLOSED SIDEWALK OR JUST AT THE CORNERS? HOW DO YOU LOCATE THESE BARRICADES SO THEY DON'T INTER FEAR WITH SIGHT OF THE ROAD USERS?	Per DS-09027 Install the barricade across the full width of the closed pedestrian path. Locate the barricade to minimize sight distance restrictions for road users. Location of the barricades will be dependant on project.	2009-12-10 17:58:04
December 15 <sup>th</sup> 2009	106	Does plan sheet # D.2, north of Long Meadow Ln., on the east side, appear to be depicting clearing/grubbing/tree removal and if so how will that/any be paid?	On sheet C.3 under Class 10 Excavation See Note F which says it includes the removal of some small Shrubs between 140+41 and 141+11.	2009-12-11 17:15:55
December 15 <sup>th</sup> 2009	106	Under bid item 0030:Compaction w/ M D Control-is the Contractor required to have a licensed Geotech test lab perform testing at the Contractor expense?	I do not see anything in the Specs that say that is required. Refer to 2107 of the Standard Specifications and Plan for requirements.	2009-12-14 16:05:16
December 15 <sup>th</sup> 2009	107	Thickness of "Trickle Channel" is said to be 6" under Item 59 - 6" reinforced sidewalk and the "U Sheets say it is to be 5"	Per Spec the proposal governs over the plan. The Bid item is Sidewalk, reinforced P.C. Concrete, 6 in so it would be 6 inches.	2009-12-11 10:36:48

December 15 <sup>th</sup> 2009	107	Is item 22 62 reinforced per details per U12 U13? Does item 22 62 have CD baskets.	The Temporary Pavement is not noted as being reinforced or having Baskets so it would not be needed. The 8 inch Driveway bid item does not note reinforcement either so none would be required.	2009-12-14 18:32:07
December 15 <sup>th</sup> 2009	108	In regard to the traffic signal intersection. Who is responsible for the signal turn-on, check-out, and programming of the intersection; including but not limited to the traffic signal controller.	Per Standard Specification 2525 Furnish all work, apparatus, and materials to construct, install, and place in operation, a complete traffic signal system as shown in the contract documents. Furnish and install all components of the system not furnished by the utility company serving the traffic signal system, including all incidental items appurtenant to the operation of the system.	2009-12-08 14:46:04
December 15 <sup>th</sup> 2009	108	Is Detour Pavement removal included in Item 100 or Item 320 Removal of Pavement as shown on sheet C.08? Where do we find depth of Detour Pavement?	See Addendum 15dec108.a02.	2009-12-10 18:01:37
December 15 <sup>th</sup> 2009	108	Traffic signal poles appear to be per SUDAS specifications according to note 4 on page N.03 and the loading tree shown on page N.08. This is in conflict with the loading charts on sheet N.12 which represent a different specificaiton. Which page(s) do you want followed?	The contractor has the option to use the predesigned signal poles with the associated loadings shown on N.11 and N.12. Or they can supply their own traffic signal pole design per the Mast Arm Pole loadings shown on Sheet No.08.	2009-12-14 10:18:25
December 15 <sup>th</sup> 2009	109	Item 4 Hot Mix Asphalt is shown as per plan. Can you advise which plan page to find item shown?	See Sheet D.22, Station 46+00 Left and Sheet D.24, Station 787+70 and Station 789+20.	2009-12-07 15:57:28
December 15 <sup>th</sup> 2009	109	item for emulsion fog seal. Is this intended for same area as in crack sealing? if is quantity seems small.	This would be in the same area as the Crack Sealing. Bid the quantity that is in the proposal. You will be paid for the undiluted Asphalt emulsion as per standards spec 2306.05 "1. Contract unit price per gallon (liter) for Undiluted Asphalt Emulsion that is mixed and used on the project. Diluted asphalt emulsion that is delivered to the job site, but not applied to the roadway surface will not be considered for payment. "	2009-12-10 15:37:22
December 15 <sup>th</sup> 2009	151	When you add the overhaul yards on pages D2 and D9, shouldn't they add up to the plan quantity?	Please refer to addendum 15dec151.a01.	2009-12-08 17:44:17
December 15 <sup>th</sup> 2009	151	What size pipe and what quantity do you want for bid item #0130?	The size, type and length is stated in the plan and proposal.	2009-12-08 17:43:13
December 15 <sup>th</sup> 2009	151	On Sheet C1,tab 104-3, sta.161+60 you call for 20' of 68"x43" arch rcp and two aprons. Where is this on the proposal?	The 68" x 43" reference in the tabulation is in error for station 161+60. Bid the item as shown in the proposal, 65" x 40".	2009-12-11 16:01:44

December 15 <sup>th</sup> 2009	151	Is Bid Item 280 supposed to be granular subbase?	No; bid the item as shown in the plans. Any requirements beyond those required in section 2312, such as compaction of subbase, will be paid for by extra work.	2009-12-11 16:02:33
December 15 <sup>th</sup> 2009	151	Are the Fill quantities (VF) Shown in the cross section neat line or has a shrink factor been applied.	VF on the cross section sheets has a 35% shrink factor.	2009-12-10 15:00:12
December 15 <sup>th</sup> 2009	151	When we drove this project and tried to find the existing structures to be removed shown in tab 110-2 on sheet C1. we decided that these structures are the ones in the county road not in the old rail embankment? In our opinion these structures would not be removed. All we could see were old wood piling at these locations in the rail embankment area.	You will need to bid the project according to the plans and proposal.	2009-12-11 15:50:22
December 15 <sup>th</sup> 2009	151	Could you please check your quantities on bid item #0490. My supplier seems to think that the number is way off.	The numbers may be in error. If they are, they will be adjusted based on what is actually constructed. Per Section 2409, treated lumber is a measured quantity.	2009-12-11 16:03:47
December 15 <sup>th</sup> 2009	153	In the patch tabulation on sheet C.01, there are several patches that are less than 4' in length. Are dowels required in these patches?	Yes dowels are expected on all patches.	2009-12-08 10:44:06
December 15 <sup>th</sup> 2009	156	On Page C.14 you list CRC patches. Is there a detail for these patches?	Sheet C.7 Tab 105-4 has Standard Road Plan RR-17 Full Depth Patch Continuous Reinforced P.C. Concrete Pavement	2009-12-03 10:33:02
December 15 <sup>th</sup> 2009	156	The patch tabulations for full depth repair show composite tons but does not have a bid item for this in the proposal. The patch tabulation for partial depth shows the material to be PCC which would be by the s.f. and not the s.y. I wonder if it is supposed to be HMA?	See Addendum 15dec156.a01. A bid item was added for Hot Mix Asphalt (Composite Section). S.Y. is the correct measurement for the Patch material.	2009-12-10 15:02:12
December 15 <sup>th</sup> 2009	156	Could you review the quantity on Item No. 73 and 74 on sheet C.2 Seeding and Fertilizing. The quantity looks way to high.	See Addendum 15dec156.a01. Quantities for these items were changed.	2009-12-10 15:03:06
December 15 <sup>th</sup> 2009	156	Can the Class 13 Excavation be removed at 2' instead of 2'4"? Industry standard for Class 13 equipment is 2', 3', 4' and for cutting heads for CIR are 12'6" 14'.	No. The dimensions of the plans can not be changed. The contractor may remove the Class 13 Excavation in any manner they desire. The dimensions of the finished product need to match the plan.	2009-12-11 15:28:27
December 15 <sup>th</sup> 2009	157	Tabulation of existing pavement on sheet C.3 states asphalt. Patching tabulation on sheet C.4 lists patches with dowels. Which tab is correct?	See addendum 15dec157.a01.	2009-12-10 17:59:03

December 15 <sup>th</sup> 2009	157	I noticed that all the guardrail installations get embankment. However, there are no seeding or erosion control items listed in the contract. Are these items incidental to the embankment?	There are not bid items for this, and it is not noted as incidental. If needed they will need to be paid as extra work.	2009-12-10 17:59:42
December 15 <sup>th</sup> 2009	157	The subdrain is shown on the typical cross section. Where is it located? Does it have to be placed before or after widening?	It is located next to the Existing Pavement as noted in RF-19C Type 10 and would be placed before the widening.	2009-12-11 17:15:04
December 15 <sup>th</sup> 2009	158	I would like clarification on item 38 Temporary Floodlighting. Are these to be on poles or portable sets and where do they go on the project?	See Addendum 15dec158.02 Sheet C-04 Tab 108.27 Tabulation of temporary floodlighting luminaries. Standard Specification 2528.03 I. Temporary Floodlighting. 1. Ensure floodlighting is installed and in service before work is started that requires nighttime traffic control by the traffic control plan. 2. Ensure temporary floodlighting meets the following: a. Pole-mounted luminaire or a luminaire mounted on portable equipment. b. Mounting height of luminaires is no less than 35 feet (11 m) above the roadway, and as shown in the contract documents. Pole length determined by field measurement to obtain specified mounting height. c. Clearance for overhead wiring a minimum of 18 feet (5.5 m). Auxiliary poles used to furnish power to floodlighting offset 30 feet (9 m) from the traveled way unless there are right-of-way restrictions. d. Poles placed outside the normal shoulder line at the approximate locations shown in the contract documents. e. Above ground lighting circuits are aluminum or A.C.S.R. triplex. f. Underground lighting circuits are type U.S.E. or U.F. 3. Meet the following requirements for luminaires used for floodlighting: a. Standard roadway types with totally enclosed refractors. b. IES glare control rating of "cut off". c. The lamps with an initial output rating of 19,000 lumens or greater. d. Photoelectric controlled for dusk to dawn operation. e. Approval of the Engineer. 4. Exercise reasonable care to avoid interruptions during the hours of darkness, promptly repair damage to the system, and replace all burned out lamps as soon as possible.	2009-12-03 15:06:49

December 15 <sup>th</sup> 2009	158	This is more a commentary than a question. As an estimator, it has become increasingly tiresome asking questions and seeking clarification in regards to sub-standard plans and engineering. It is a waste of your time and mine. Please see the jointing plan on sheet L.01. Longitudinal R.D. joint is shown. Should be a B.T. joint. Thanks.	Please reference Addendum 15dec158.a03	2009-12-10 11:53:32
December 15 <sup>th</sup> 2009	159	The proposal lists 208 sy of full depth repair patches but the plan shows 332.7 sy. Which is the correct quantity?	See addendum 15dec159.a02. The quantity was changed.	2009-12-11 14:57:48
December 15 <sup>th</sup> 2009	161	Addendum 1 reduced the Base Course and the milling on Sheet B2 typical 7137 by 630.26 tons for each item. The bid items were reduced for each 1,194.06 and 1,253.76 respectfully. Please explain	Please reference Addendum 15dec161.a02	2009-12-04 15:47:02
December 15 <sup>th</sup> 2009	162	Hot mix Interim/surface in the estimating proposal says 300,000 ESAL and in the plans project quantities 1,000,000 ESAL. Which way should it be?	Please reference Addendum 15dec162.a01	2009-12-02 12:17:48
December 15 <sup>th</sup> 2009	162	Can the material taken from the Class 13 widening be placed on the shoulders and used as granular shoulder material at no pay or does it have to be removed from the project?	All material is to be removed from the project.	2009-12-08 11:32:37
December 15 <sup>th</sup> 2009	164	THE J SHEETS TALK ABOUT INFORMATIONAL SIGNS, ARE THEY TO BE CHANGEABLE MESSAGE CENTERS OR RIDGID SIGNS?	Signs shall be rigid	2009-12-11 12:13:16
December 15 <sup>th</sup> 2009	165	Finish patch tabulation lists 9 patches and 9 E.F. joints. There are only 2 locations with 4 lanes of paving at each location. Please review.	Tabulation on the plans are correct. The tabulation takes into account a deceleration lane along side of the 4 lanes of traffic.	2009-12-02 12:16:16
December 15 <sup>th</sup> 2009	166	Patch tabulation lists patches with dowels. Existing paving at patching locations is listed as bitulithic. Are dowels required? Please review.	Yes dowels will be required. Some of the patches will be into the PCC portion.	2009-12-02 12:15:08
December 15 <sup>th</sup> 2009	353	Is there a certain secification desired for the fiber optic cable? Addendum #1 says the contractor is to provide but the documents do nto contain a specification for the cable.	These specs are in the SP. This project has been withdrawn due to unreadable plan sheets.	2009-12-10 18:00:41

November 17 <sup>th</sup> 2009	002	There is no CL21 bid item for construction of the spread footing piers. There is no classification line shown and the bottom of stream is 85.75 and bottom of pier footing is 79.75. There is no pier excavation quantity shown at all.	If there is additional excavation needed beyond 100 c.y. of Class 20 Excavation, it will be handled by extra work order.	2009-11-16 15:12:56
November 17 <sup>th</sup> 2009	005	In the notes for the structural steel bearing under beams the sole plate material is noted. Are the pintle plates to be made of the same material, including the pintle?	Reference Sheet #24 - EXPANSION PIER NOTES: AND Sheet #25 - ABUTMENT BEARING NOTES:	2009-10-30 17:40:07
November 17 <sup>th</sup> 2009	008	The bridge standards on the front page show a July 2009 update for J30-23-06, and a July 2009 update for J30-24-06; neither of which is available in the IDOT ERL. If this is not a misprint, can you direct me to those updates?	Please reference the website address listed directly below the IOWA DEPARTMENT OF TRANSPORTATION STANDARDS REQUIRED box <a href="http://www.iowadot.gov/bridge/countybrgstd.htm">http://www.iowadot.gov/bridge/countybrgstd.htm</a> You may then scroll down to J30-23-06 and J30-24-06	2009-11-12 10:45:22
November 17 <sup>th</sup> 2009	009	Special Provision for the Railroad under 1.01.03, states the contractor is responsible for the railroad's negligence and willful misconduct. I feel this note should be deleted. Will there be a bid item for Railroad Flagger Daily Costs?	The special provision is written correctly and can not be modified. There is no bid item for Railroad flaggers. That cost is incidental.	2009-11-03 16:07:25
November 17 <sup>th</sup> 2009	009	Bid item 0220 refers to RK-20 which is a 12" bridge approach. Tab 112-6 on sheet C.06 states 10" thickness. Which is correct?	Please refer to addendum 17nov009.a02.	2009-11-12 16:07:31
November 17 <sup>th</sup> 2009	009	The proposal indicates that there is no free winter permitted on this project. Is this correct?	No winter free time will be allowed on this project.	2009-11-12 16:24:12
November 17 <sup>th</sup> 2009	009	Is it the intent of this project to have No Winter Free Time for the Winter of 2009/2010?	No winter free time will be allowed on this project.	2009-11-12 18:13:15
November 17 <sup>th</sup> 2009	011	Why is there no bid item for CL 21 excavation?	Class 21 Excavation is for excavation below the excavation classification line, as shown on the plans. The plans do not show an excavation classification line, because groundwater is not expected to be encountered for pier excavation, due to the fact that this bridge is over a highway. Therefore, all excavation is classified as Class 20 for this project.	2009-11-10 11:37:16
November 17 <sup>th</sup> 2009	011	Based on the response to the questions regarding the lack of CL 21 excavation on Bid Orders 11 12 it appears that the criteria for CL 21 excavation is the presence of ground water. Should we then count on a Change Order to CL 21 excavation when ground water is encountered during pier footing excavation?	No. Class 21 excavation is for excavation below the excavation classification line, which pertains to the low stream elevation, as shown in the contract documents. There is no stream, therefore there is no Class 21 excavation on this project.	2009-11-12 11:53:45



November 17 <sup>th</sup> 2009	011	Can you clarify note 4 on traffic control plan sheet J.1. It sounds like Highway 926 can only be closed from 10 PM to 6 AM the follow day for demo and beam placement. So work involving these items must occur at night? Is that correct?	Highway 926 may only be closed at night, from 10pm to 6 am. Highway 926 is allowed to be closed for bridge demolition and beam placement.	2009-11-12 11:31:46
November 17 <sup>th</sup> 2009	012	The SP regarding work on the railroad ROW seems to be opening the contractor to a lot more expense even than the old flagging requirements. Is there any chance of adding a bid item to cover the costs of RR flagging and watchmen? Better yet, the DOT could pay those costs directly to the railroad. The way the SP is written its up to the railroad to determine when and how many flagmen and watchmen to send out, and for how long. I see a potential liability here in the range of \$200,000.	Railroad Flagging and Watchman Services shall be provided per Article 090009.04 of the Special Provisions. Per the Railroad Data Sheet attached to the Proposal, the cost of railroad flagging will be the responsibility of the Contractor. The cost should be included in the bids for the items that require flagging.	2009-10-27 15:30:22
November 17 <sup>th</sup> 2009	012	Shouldn't there be a bid item for either CL 21 or CL 22 excavation or both?	Class 21 Excavation is for excavation below the excavation classification line, as shown on the plans. The plans do not show an excavation classification line, because groundwater is not expected to be encountered for pier excavation, due to the fact that this bridge is over a railroad. Class 22 is for excavation is rock, and all excavation is expected to be above the weathered, soft shale. Even weathered, soft shale can be removed in the same manner as Class 20 material (HARD shale is included in Class 22). Therefore, all excavation is classified as Class 20 for this project.	2009-11-10 11:38:16
November 17 <sup>th</sup> 2009	012	Should the depth of the bridge approach be 12"?	Please refer to addendum 17nov012.a02.	2009-11-13 09:53:35
November 17 <sup>th</sup> 2009	013	The berms are extremely steep and are saturated with water making them unstable. It might not be possible to cut them down enough to build a road for bringing in the new girders. Would it be possible to pick the new girders off of the existing SB hwy 169 bridge? The same holds true for B.O.12 over the railroad.	The current traffic control plan would not allow Hwy 169 to be closed to set the girders. However, this may be possible to do this by a Value Engineering proposal after the letting. The contractor would still have to follow all laws and weight restrictions per Section 1107 of the Standard Specifications.	2009-11-06 09:32:07

November 17 <sup>th</sup> 2009	013	Please review the number of working days on each bridge (11, 12, and 13). The grading contractor is to start 4/5/10, make and pave crossovers. The the bridges are to start 4/26/10. The bridges are to be removed, then the bridge contractor has to wait per the plan notes until the roadway and approach cuts are complete in those areas to start pier or abutment work. Some of the dirt cut, especially on #13 will be difficult on the steep slope. With the height of these bridges it is not safe or feasible to have bridge demo operations and another contractor excavating the slope at the same time. LD's are very high on this project and more time should be considered with the staging required on these projects.	The contract periods were developed in cooperation with the District. The contract periods and the associated LD's are necessary for the timely completion of the projects.	2009-11-12 16:08:25
November 17 <sup>th</sup> 2009	013	Please review the temporary shoring noted for #11, 12, and 13. It appears that with the roadway cut into the slopes, especially on the north abutment on #13 that the bridge contractor will not be able to remove the shoring as the vertical cut here appears to be 15'-20', with no more than 20' lateral from the existing southbound bridge. Should permanent shoring be utilized at these bridges or who is responsible for the existing roadway and bridge abutments once the contractor removes the temporary shoring?	Per the General notes in the plans, Temporary shoring may be required and it will be up to the contractor to determine where and how much will be needed. The shoring plan will need to be approved by the Engineer. Backfilling shall be done as soon as possible and after work has been backfilled the shoring can be removed and remains the property of the contractor. No permanent shoring is anticipated for this project, but if it is required it will be paid for as Extra Work.	2009-11-12 18:11:40
November 17 <sup>th</sup> 2009	013	Please review double reinforced pavement under bridge approach bid item 0180. Understated?	Please refer to addendum 17nov013.a01.	2009-11-12 17:21:29
November 17 <sup>th</sup> 2009	101	Section 2310.03 A. Equipment indicates that shot blasting and/ or sand blasting equipment are acceptable for surface preparation. It also indicates that other types of removal devices may be used. Would ultra high pressure water blasting equipment be acceptable if it can demonstrate that it can perform the same effects as shot or sand blasting? Section 2310 B.1.Bonded Overlays; In the first sentence can Water blasting be substituted for shot blasting?	Per Specification: "Other types of removal devices may be used if their operation is suitable and if they can be demonstrated to the satisfaction of the Engineer." Acceptability of other types of removal devices will need to be determined after letting by the Project Engineer.	2009-11-03 17:47:01

November 17 <sup>th</sup> 2009	102	Plan sheets 10 to 15 detail the construction phases on the project. Some pages detail two phases. Can any of the phases be combined?	Phasing has been shown on the drawings as was discussed with the Iowa Interstate Railroad. The contractor needs to understand that this is an operating facility and will remain open and functional while work is being performed. Hence the phasing. The contractor is welcome to propose different phasing but it will have to be approved by the facility and train operations personnel. There is no guarantee that it will be accepted.	2009-11-06 10:39:20
November 17 <sup>th</sup> 2009	102	Will alternate towers, fixtures, lowering devices be allowed in lieu of the Holophane material called for on the plans?	See Addendum 17nov102.a01. Other devices will be allowed.	2009-11-10 12:19:36
November 17 <sup>th</sup> 2009	102	Is there a contact person for Mid American Energy to get the Aid To Construction Cost from for the new electric service?	See sheet 2 of 54 in the plan.	2009-11-03 10:29:23
November 17 <sup>th</sup> 2009	102	There is a qty of 27 Remove Wood Poles Communication Wire on the EBS but they are not shown on the plans. Is there a LF qty of how much Communication wire will be removed under this item?	See sheet 10 of 54. The Communications Wire and poles from Sta 11+00 to 51+00.	2009-11-03 10:28:39
November 17 <sup>th</sup> 2009	102	The plans indicate that Track 3 and Track 11 are proposed. Will the contractor be able to pour the new concrete before the tracks are placed?	Tracks 3 and 11 are existing, live tracks. The profile of the existing tracks is changing. Ideally the tracks would be brought to design profile prior to concrete construction but is not guaranteed.	2009-11-06 10:41:09
November 17 <sup>th</sup> 2009	102	Sheets 32 and 33 show a milled butt joint of 3". Where is the bidding item for this work? Do you have any coordinates for this work?	If there is not a bid item for this. If required it will be paid as extra work.	2009-11-06 11:44:58
November 17 <sup>th</sup> 2009	102	How much space is between proposed pavement edge and edge of track 3 and track 11?	Sheet 39 says there is 8' from C/L Pro Track to C/L Stripe (typ) and there is a 2'3" edge PCC Pavement to C/L Stripe (Typ).	2009-11-06 10:44:05
November 17 <sup>th</sup> 2009	102	SP-090018 states that temporary grade crossings for "the Contractor's sole use during the performance of the contract"--- shall be paid for by the contractor. The plans indicate two temporary crossings. One at station 10+50 +/- and one at station 44+50. Will the contractor have to pay for either one of these crossings?	The crossing at 10+50 is to be furnished and installed by railroad. The Crossing at 44+50 is shown as an exist Rubber Crossing.	2009-11-10 17:04:47

November 17 <sup>th</sup> 2009	103	On sheet B.4 of the plans, detail JT-1, 4" of Special Backfill is shown under 8" HMA in existing median area. It is not shown in other details or referenced anywhere else that I can see. Is this required or incidental, such as the 6" Scarify Compact Subgrade is incidental? Please Clarify. Thanks.	The 6 inch Scarify Compact Subgrade will be required and not paid for separately as shown on B.2. The Special Backfill if required will be paid for.	2009-11-12 10:46:23
November 17 <sup>th</sup> 2009	103	On sheet V.1 in the notes it indicated that the wall color should be red and integral. Will staining the wall after installation be acceptable?	No staining will not be acceptable. The red color needs to be integral throughout the block.	2009-11-12 10:47:25
November 17 <sup>th</sup> 2009	104	Item 10-Class 10, Roadway and Borrow states under the estimate reference information that the "backfilling of curbs" is incidental. 2123.04 states that "Contracts involving shoulder work will contain either items for both excavated material in cubic yards (cubic meters) and earth shoulder finishing, or a single item for earth shoulder construction. Since this contract has a cubic yard item isn't the earth shoulder finish item missing?	See Addendum 17nov104.a01 Earth Should Finishing was added and the reference note for Class 10 changed.	2009-11-03 17:45:39
November 17 <sup>th</sup> 2009	104	The estimate reference information for Item 40-9" PCC states that thickness cores will not be required. Item 60 is for Pavement Cement Concrete Samples. Please clarify.	See Addendum 17nov104.a01 The reference note for the PCC was changed by addendum.	2009-11-03 17:44:39
November 17 <sup>th</sup> 2009	104	This project has three stages and a lot of special barrier work. Please reevaluate the contract requirement of 55 working days.	The days remain unchanged at 55 working days.	2009-11-03 17:42:08
November 17 <sup>th</sup> 2009	104	The estimate reference information for Item 40-9" PCC discusses pavement smoothness requirements on this project. Please clarify the intent of the statements. It is unclear if incentives will be paid. If incentives are not to be paid should the smoothness specification apply to this project?	See Addendum 17nov104.a01 The reference note for the PCC was changed by addendum.	2009-11-03 17:42:57
November 17 <sup>th</sup> 2009	104	I can not find Standard Road Plan SW 549 (Single-grate Barrier Intake, Rectangular) Dated 10-20-09. I am thinking it is the same as an RA 48 (A)?	The SW 549 is available on the Office of Design website at <a href="http://www.iowadot.gov/design/SRP/IndividualStandards/esw549.pdf">http://www.iowadot.gov/design/SRP/IndividualStandards/esw549.pdf</a>	2009-11-06 09:46:02
November 17 <sup>th</sup> 2009	104	Item 17, Removal of Pavement states that all removals will be hauled to the City of Ames yard. Who is responsible for taking care of the pile in the City of Ames yard, City of Ames or the contractor?	The only thing required in the plan is to deliver the material to the Ames Yard.	2009-11-12 10:44:13

November 17 <sup>th</sup> 2009	104	Is there any detail information available for the barrier in item 0330?	The details that are in the plan are all that is available.	2009-11-13 15:39:48
November 17 <sup>th</sup> 2009	105	Regarding item # 50;Temp Ped X-ings: is there to be handrail on both sides, can the fencing be orange safety fencing? Also, plan note sheet D.02 says existing banner pole footing is 12' deep-is this correct?	The Temp Ped Crossing says "Install handrails and fence on SIDES of Crossings." Which would include both sides. There are no specific Specifications indicated for the fence. There just needs to be a fence on both sides of the crossing.D.02 says the footing is a 3' Diameter and 12' deep, that is what it would be.	2009-11-16 12:41:17
November 17 <sup>th</sup> 2009	105	Note on Sheet D.03 re: "Brace (steam) Tunnel w/ interior transverse support. What is the suggested method, i.e. trench/hydraulic jacks for this? and how often are they to be placed?	There is not a bid item to pay for the Support of the Tunnel. This would not be included in the bid.	2009-11-16 13:14:17
November 17 <sup>th</sup> 2009	106	Received addendum for item 0150. Please check column G in tab 100-24. Reference is made to RV-5. Is paving qty. over-stated by 1111 sq. yds?	Please refer to addendum 17nov106.a02.	2009-11-12 17:24:43
November 17 <sup>th</sup> 2009	106	Are jointing plans avialable for the PCC paving?	There are no jointing plans beyond what is already in the contract documents.	2009-11-12 10:41:01
November 17 <sup>th</sup> 2009	106	On the estimating proposal for BO 106 it says that predetermined wages are NOT in effect, but on the estimating proposal for BO 00A it states that they are in effect. Which is correct?	They are both correct. Bid Order 106 does NOT have predetermined wages. Bid Order 00A has predetermined wages on the entire contract.	2009-11-12 10:48:40
November 17 <sup>th</sup> 2009	106	BO 106 references NO predetermined wages are in effect, yet when tied under 00a, it call s out predetermined wages. Is that correct?	Under Review	2009-11-12 10:52:38
November 17 <sup>th</sup> 2009	106	typical 3224M on sheet B.2 shows "D" as 3"--the geometry would make this dimension over 16"--will geometry prevail?	Please refer to addendum 17nov106.a02.	2009-11-12 17:22:40
November 17 <sup>th</sup> 2009	106	check the quantity for item 100 modified subbase against the tab 103-3---I beleive the tons was turned into cubic yards--item quantity should be 1210 cys?	Please refer to addendum 17nov106.a02.	2009-11-12 17:23:47
November 17 <sup>th</sup> 2009	107	Item 50 is for removing and crushing the existing trail. The estimate reference information asks for the gradation to meet No. 11 in Section 4109. This would require removal and crushing at a remote site. However, the reference information also says-- or as approved by the engineer. Based on constructability can No. 30 of Section 4109 be used?	See Addendum 17nov107.aol	2009-10-30 11:43:19

November 17 <sup>th</sup> 2009	107	Who is responsible for construction survey? Where will the shoulder dirt come from? Can we cut final grade with grader or do we need to use a grade trimmer for accuracy.	There is no bid item for construction survey so the contractor is not responsible for survey. From the reference note for earth shoulder construction, if more dirt is needed than is available from minimal profile grading, the contractor has to provide it. The contract documents do not tell the contractor how to accomplish the profile grade adjustment. That is the contractor's decision.	2009-11-16 09:54:19
November 17 <sup>th</sup> 2009	151	There are 22 RF-19E and 1 RF-19C outlets shown in the tabulations on sheet C.9. These are not listed on the bidding proposal and it doesn't say they are incidental to the subdrain. I'm wondering if these were missed when completing the bidding proposal?	They are not incidental. There are not bid items for these. If needed they will need to be paid for.	2009-11-12 10:41:58
November 17 <sup>th</sup> 2009	151	Bid Item No. 0080, Patches, Partial Depth Repair lists 1,575.00 sy. Bid Item No.0370, HMA (Partial Depth Patch Material) lists 39.46 ton. Either the square yard quantity or the tons is incorrect.	See addendum 17nov151.a02. The quantity of HMA (Parital Depth Patch material was changed.	2009-11-13 12:54:48
November 17 <sup>th</sup> 2009	153	For line item 18, Modular Block Retaining Wall, there are no special provisions given as to the manufacturer or style of block required (Only the color is provided, Tan). Also there are no specifications given as to how the wall is to be constructed. Where can I find this information?	Please refer to Section 2430 in the Iowa Department of Transportation, Standard Specifications for Highway and Bridge Construction, Series 2009 for specifications on the Modular Block Retaining Wall.	2009-11-05 12:04:38
November 17 <sup>th</sup> 2009	153	WHEN WILL ALL THE BID TABS BE POSTED?	Approximately one month after letting.	2009-12-10 15:16:06
November 17 <sup>th</sup> 2009	154	What is the required replacement depth of the full-depth p.c.c. finish patches? See tab 102-6C on sheet C.26.	Please refer to addendum 17nov154.a02	2009-11-12 11:54:33
November 17 <sup>th</sup> 2009	154	May the pilot car process be utilized during proper working hours only when in LSTC-1 on sheet Y.3 to gain added room to work--or is the note about 2 lane during this time in the staging stuff on C.9 an absolute?	If two lane traffic can not be maintained for certain operations, then road standard TC-214 "Lane closure with flaggers for use with pilot car" shall apply. The staging is not mandatory; please read the first paragraph of the staging notes on sheet C.9.	2009-11-12 18:09:59



November 17 <sup>th</sup> 2009	154	Pay item 1180 is incentive for PCC pvmt smoothness with the bams number 2317--this smoothness spec has no provisions for turn lanes added on to existing paving like in 2316--shouldn't the actual ride for the added widening be evaluated according to chart c of 2316?	Sections 2301 and 2303 state the requirements for tons or square yards, in order to have smoothness applied. Section 2317 applies to the mainline paving. 2317.01.A. states that "Main line pavement is defined as all permanent pavement for through lanes." Therefore, if it is not a through lane, then 2316 shall apply. 2316.01.A. states "Apply this specification when Section 2317 does not apply."	2009-11-12 18:20:20
November 17 <sup>th</sup> 2009	154	I see there is guard rail to removed on plan sheet C.16. Where is the removal on the bid proposal?	Line number 0720 on the proposal is for Removal of Steel Beam Guardrail.	2009-11-16 09:55:18
November 17 <sup>th</sup> 2009	155	There are bid items for seeding, fertilizing and mulching. Notes on Sheet C4 consider those as incidental. Which one is it?	There are bid items in the plan and proposal to pay for those items.	2009-11-12 10:43:04
November 17 <sup>th</sup> 2009	203	Unspecified patch depth for full depth patching item. More information needed.	See addendum 17nov203.a01.	2009-11-10 17:03:31
November 17 <sup>th</sup> 2009	351	There are brick pavers in most of the locations that sidewalk needs to be removed and replaced. Will the removal and replacement of the brick pavers be paid for as a change order?	The plans have bid items for removal of sidewalk and 4" PCC sidewalk. If there are areas that need to be removed and replaced that are not sidewalk then it will be handled by an Extra Work Order/Change Order.	2009-11-12 18:26:12
October 20 <sup>th</sup> 2009	001	TRAFFIC CONTROL PLAN STATES THAT DOT TO PROVIDE DETOUR. DOES MEAN DOT TO INSTALL MAINTAIN THE DETOUR?	Reference the STANDARD SPECIFICATION BOOK 2009 Sections 1107.08 and 1107.09.	2009-10-13 10:12:51

October 20 <sup>th</sup> 2009	004	Is free winter work allowed on this project?	<p>WINTER WORK WILL BE PERMITTED. Per Standard Specifications. 1108.02 Winter Work. 1. Winter work is work done at the project site between November 15 and April 1. The proposal form may require winter work on all or portions of the project. If winter work is required on a project, the proposal form will indicate how the working days will be counted. When winter work is not required in the contract documents, the following shall apply: a. The Contractor may start or resume work before April 1. Working days will not be charged if the proposal form does not indicate that working days will be charged during winter work. Working days will be charged if the proposal form indicates that working days will be charged during winter work. b. For projects started prior to November 15, the Contractor may work between November 15 and April 1 with no working days charged if working days remain on November 15.</p>	2009-10-14 11:28:37
October 20 <sup>th</sup> 2009	005	Will free winter work be allowed?	<p>Winter work will be addressed per standard Specifications. 1108.02 Winter Work. 1. Winter work is work done at the project site between November 15 and April 1. The proposal form may require winter work on all or portions of the project. If winter work is required on a project, the proposal form will indicate how the working days will be counted. When winter work is not required in the contract documents, the following shall apply: a. The Contractor may start or resume work before April 1. Working days will not be charged if the proposal form does not indicate that working days will be charged during winter work. Working days will be charged if the proposal form indicates that working days will be charged during winter work. b. For projects started prior to November 15, the Contractor may work between November 15 and April 1 with no working days charged if working days remain on November 15.</p>	2009-09-21 16:52:21
October 20 <sup>th</sup> 2009	005	The bid item for the reinforcing steel does not specify if the bars are black or epoxy coated. I also do not see any notes in the plans regarding black or epoxy coated rebar. Are we to assume that all project reinforcing, including the deck rebar is black?	See Addendum.20oct005.a02.	2009-10-12 17:16:26

October 20 <sup>th</sup> 2009	005	How will the Roadway Sufacing be paid for? There is not a bid item for the Roadway Surface- Is it Incidental?	There is not a bid item for the Granular Surface on the roadway. If necessary it will need to be paid for by extra work.	2009-10-19 14:41:42
October 20 <sup>th</sup> 2009	102	Conflicting jointing requirements. See sheet B.01 and sheet K.01. Becuase of variable paving width jointing plan needed. Also unknown requirements from station 242+50 to 234+50.	Please refer to addendum 20oct102.a02 for more details on the jointing.	2009-10-15 09:43:44
October 20 <sup>th</sup> 2009	102	There are conflicting depths for shoulder paving. Typical section sheet b.02 shows 8" with bar @ mid depth. Phase E-1 and 2 (page J.21 shows 10" shoulder with bar mid height and then on page K.01 notes are to staple 30" bar @ 30" centers on new asphalt bond breaker. This would put the bar on the modified subbase per typical section??? Please clarify.	Sheets B.01, B.02 and C.01 all refer to the shoulder being 8 inches in depth. Sheet J.21 does not state anywhere that the shoulder is to be 10 inches in depth. In regards to the note on sheet K.01, please see addendum 20oct102.a01.	2009-10-16 10:09:22
October 20 <sup>th</sup> 2009	103	Please review square yards for paved shoulder and overlay.	The quantities appear to be correct. There are a few taper sections, HMA wedges and gaps over existing structures that were subtracted out from the typical sections.	2009-09-29 15:02:23
October 20 <sup>th</sup> 2009	103	Notes on C.02 under "access" indicate in one place that rock reuired for maintenance of temporary access is incidental, and a few lines later say it will be measured under the driveway item--please clarifyAlso looking at the J sheets can the guardrail be installed after the paving is done--I understand there must be safety concerns--with the limited traffic that is supposed to be allowed it would seem education and a 25 mph speed limit or something similar would keep the traffic aware of the hazards and make the project much easier to constructThank you	The contractor needs to provide and Maintain Access. And Costs to do this would be incidental other than the Driveway Surface material has been Tabulated on C.03. The Contract will need to be bid the Staging that is noted on the J sheets if the contractor would like to propose a change to that it will need to be addressed after the contract is signed.	2009-10-06 16:57:58
October 20 <sup>th</sup> 2009	104	Why is there no item for excavation? It appears there is a significant amount to excavate and I don't see it called out as incidental.	Please read section 2511.03 under construction/subgrade. Excavation for this item is included in the price for sidewalks and should be bid accordingly.	2009-10-19 10:32:37
October 20 <sup>th</sup> 2009	105	The contract period of 70 days seems exceptionally short for a three phase project requiring removal-grading-crushing-placing rock-paving-shouldering etc for each of the 3 phases--could the late start date could be moved up and 100 days be given to complete the work--Thanks	Please see ADDENDUM.20OCT105.A02.	2009-10-05 10:04:48

October 20 <sup>th</sup> 2009	105	Contract item 3 is for earth shoulder construction--it indicates a need for about 13,500 cubic yards of earth required to construct the shoulders--the notes for the class 13 indicate it is mostly waste and should be spread on the foreslope per detail on plan sheet 3--please clarify how much of the wasted class 13 will displace the needed material for the earth shoulder construction--and then clarify where the material required to construct the rest of the shoulder is to come from--as I read what is required of earth shoulder construction, I don't see anything requiring us to furnish the material, which infers it should be available on the job--please clarify---Thank you	Please see ADDENDUM.20OCT105.A03.	2009-10-06 12:45:06
October 20 <sup>th</sup> 2009	105	Granular backfill is noted on sheet 6 for the bridge approach sections (item 0040), but no other details are given. Is granular backfill required as part of this item? If yes, what should the quantity be?	Granular Backfill was not intended to be placed as part of the approach work. If Granular material is required it will be paid for as extra work.	2009-10-15 12:15:35
October 20 <sup>th</sup> 2009	105	Estimate Reference Note #3 says earth shoulder material must be placed with a "shouldering machine". "Shouldering machines" are not designed for placing earth. Can this requirement be removed?	The county uses a shouldering machine or a road widener on all of their resurfacing projects. They are requiring a shouldering machine be used on this one.	2009-10-15 11:46:55
October 20 <sup>th</sup> 2009	106	The 8" PCCP and the 12" PCC Widening are both paid for under the 8" PCCP item. Shouldn't they be 2 separate items?	Addendum 20OCT106.A01 added a 12 inch Pavement bid item and changed the quantity of 8 Inch pavement.	2009-09-24 14:50:47
October 20 <sup>th</sup> 2009	106	The project includes Item 0100- PCCP pavement samples. However, Items 0080 and 0090 say under the reference information- "Pavement thickness will be evaluated but no incentive will be paid." Shouldn't either Item 0100 be deleted or the reference note?	See Addendum 20.oct106.a02 The addendum deleted Item No. 0100 PCC Pavement samples and changed the reference notes.	2009-10-08 11:45:47
October 20 <sup>th</sup> 2009	106	This is a three stage project that requires grading in each stage. There are cross sections but no T sheets. Can the dirt balances be provided for each stage? Outside borrow might be required but there is not enough information to make a determination.	A breakdown of the earthwork has been included in addendum.20oct106.a02.	2009-10-08 11:48:12
October 20 <sup>th</sup> 2009	106	The project includes Item 0100- PCCP pavement samples. However, Items 0080 and 0090 say under the reference information- "Pavement thickness will be evaluated but no incentive will be paid." Shouldn't either Item 0100 be deleted or the reference note?	See Addendum 20.oct106.a02 The addendum deleted Item No. 0100 PCC Pavement samples and changed the reference notes.	2009-10-16 12:44:36

October 20 <sup>th</sup> 2009	152	Is the cracking and seating quantity for this project correct? The project length (38,742') by 22' wide = ~95,000 sy. Please clarify.	The Crack and Seating quantity was changed by addendum 20oct152.a01	2009-10-14 09:38:17
October 20 <sup>th</sup> 2009	152	The Standard RK-26 for item 0170 Bridge Approach, RK-26 shows a 10" pavement, where tab 112-6 on sheet c.7 shows a 12" pavement. Please clarify thickness of pavement for bridge approach.	See addendum 20oct152.a01, The thickness in the plan was changed from 12 inches to 10 inches.	2009-10-14 09:37:37
October 20 <sup>th</sup> 2009	152	On Sheet B.02 under tab 2602A, Note 7 it talks about Earth Shoulder Construction. How is to be paid? Past projects had an item "Earth Shoulder Construction" for the pay item.	The project has excavated material in cubic yards and 2123-7450020 Shoulder Finishing, Earth.	2009-10-14 15:33:30
October 20 <sup>th</sup> 2009	155	There are several duplicate bid items on the bid form (ex. Items 41 and 158 are both 6" Subdrain in the shoulder). What portion of the plans defines what section of the work is included in Bid Items 1 - 118 and what section of work is included in Bid Items 119 - 209? Some sections of a single bid item may take additional effort and materials than other sections.	There are Two Projects on this proposal. Each Project has Subdrain work.	2009-10-12 12:12:43
October 20 <sup>th</sup> 2009	155	Plan sheet A.02 refers to bridge approach details RK-19a, RK-23 and RK-30. Where do these details apply to this project?	There is not a bid item for Bridge Approach on this plan If needed it will need to be paid as extra work.	2009-10-14 16:52:04
October 20 <sup>th</sup> 2009	155	Need more definitive details for jointing plan on Collins Road. Variable paving width is not enough information for accurate take off.	See L.17 and L.19 for Jointing details near intersections. What is in the plan is all the information that is available.	2009-10-14 16:54:21

October 20 <sup>th</sup> 2009	155	Tabulation of Full Depth Patches on plan sheet C.11 only gives us SY for the patches and subbase.What are the depths of the pavement and subbase to be replaced?	Per standard specs 2529: If full depth patch thickness is not shown in the contract documents, establish thickness as follows: 2. PCC Patches. a. PCC pavements on Interstate and Primary Roads: the thickness of the pavement but no less than 9 inches (230 mm) or more than 12 inches (300 mm). b. County roads: thickness no less than 6 inches (150 mm) or more than 12 inches (300 mm). Per Existing Pavement tab it appears all the patches would be 12 inches. In response to your questions on the Backfill for the Walls. The Consultant said it is necessary to have this retaining wall constructed over the winter months. We realize workable soils may not be readily available, however, significant cuts from the adjacent property to the north could be used if the materials meet the retaining wall designer and wall manufacturers specifications. Part 2.5.E. was added in the Segmental Wall SP to address the work performed under freezing conditions and backfill material issues. The Estimate Ref Info clearly states in Part B that the backfill is incidental the Segmental Retaining Wall bid item.	2009-10-14 17:07:11
October 20 <sup>th</sup> 2009	155	Question 1:Storm sewer pipe profile for P-19, P-19a and P-19b on sheet M.01 indicates the need for two RCP bends.Should there be a pay item for these bends?Should there be a plan reference to the IDOT detail for RCP bends? Question 2:Can you please check the plan quantities for the storm sewer?I am finding pipe lengths in the tables on sheet C.10 differ from the pay quantities on the bid form.	1. Per standard specs 2503 Elbows and Tees will be included in the length of the Pipe. Trenched. Measurement for each type and size of pipe installed in a trench will be in linear feet (meters) along the centerline of the pipe from center of intake or manhole to center of intake or manhole. Where the end of the pipe discharges to a ditch or waterway, measurement will be to the end of the pipe, exclusive of aprons. Lengths of elbows and tees will be included in the length of pipe measured. 2. The Consultant double checked their quantities and say they are correct and Match the bid items.	2009-10-14 17:09:01
October 20 <sup>th</sup> 2009	155	The Index of Sheets refers to a Bioretention Facility on Sheet V.01 but all that is on that sheet is a poluction prevention plan is this a mistake? Is there any information on the Bioretention facility?	See Addendum 20oct155.a01	2009-10-16 12:04:08
October 20 <sup>th</sup> 2009	155	Bid items 77 and 78 have no details shown in the plan set. The estimate reference information lists road standard RB-2 which no longer exists. Please provide wall sections details.	RB-2 is available in the archive section of the Electronic Reference Library.	2009-10-16 12:02:34



October 20 <sup>th</sup> 2009	155	What will be the bedding and backfill requirements for Storm Sewer and water main? Will the granular backfill item cover all backfill for storm sewer or just under pavement? Is there a tab for granular backfill and how was it computed?	The Bedding and Backfill for the Storm Sewer will be per Specifications and the Watermain is covered in SP-090006. The Granular Backfill bid item is as noted for Longitudinal and Lateral Storm Sewer and also for the Bottom of the Roadway Subbase. I do not believe there is a tab in the plans to show the computations for the Granular Backfill.	2009-10-16 12:39:05
October 20 <sup>th</sup> 2009	155	Since there is no primary, secondary, or final trench backfill material specified. How do we know what specifications we are to comply with? The standard specifications refer to primary and secondary backfill as granular material, suitable backfill material, or special pipe embedment and encasement material. None of these have been specified in the contract documents. What should we use??	See the reference note for Granular Backfill. The bid item is for Longitudinal and Lateral Storm Sewer. It should be Gradation No. 29 Porous Backfill.	2009-10-19 10:36:21
October 20 <sup>th</sup> 2009	155	Plan sheet Q.01 references F sheets for removals on 40th Street. The plans do not include any F sheets. Where can we find the removals on 40th Street?	There are no removals along 40th and no F sheets.	2009-10-19 10:34:13
October 20 <sup>th</sup> 2009	155	Plan sheet Q-3 indicates a garage to be removed. Is this by contractor or by others? If by contractor, how is this paid?	There is no bid item for removing the garage. If the contractor has to remove the garage it will be paid for as extra work.	2009-10-19 10:37:16
October 20 <sup>th</sup> 2009	155	Plan Sheet Q-4 includes a note to remove sheet piling to 4' below grade. Is this below current exposed surface, or final grade? Since this does not show up in the removal tables, how is it paid?	The Sheet Piling on Q.04 is not tabbed for removal so if needed it will be paid for by Extra Work.	2009-10-19 10:35:28
October 20 <sup>th</sup> 2009	156	Can you clarify whether or not the TBR on this project is to become the property of IDOT?	See Addendum 20oct156.a02. A portion of the TBR becomes property of the DOT.	2009-10-16 16:36:24
October 20 <sup>th</sup> 2009	302	On the bridges where both slopes are being done does the sq yds of macadam have to be doubled?	The quantity in the proposal is already doubled. The contractor will be paid for the quantity placed on the project.	2009-10-16 11:48:52
September 15 <sup>th</sup> 2009	003	IS THERE ANY CLASS 10 INFO AVAILABLE? NOTE SAYS ALL MATERIAL AVAIL. AT SITE, WHERE IS IT AT?	This project has been withdrawn from the letting.	2009-09-11 10:05:40
September 15 <sup>th</sup> 2009	003	Are the piling quantities for the piers correct? They don't seem to match the referenced standards.	This project has been withdrawn from the letting.	2009-09-11 10:07:28

September 15 <sup>th</sup> 2009	008	I see that winter free time is not allowed on this project. Would this apply to the winter of 2009/2010, which would include work starting prior to the late start?	Winter free time is not allowed any time. This includes 2009/2010.	2009-09-09 09:09:08
September 15 <sup>th</sup> 2009	009	Please review square yards of paving for bid item 0080. Also, I see RR-23 is referenced on sheet 1 and RH-22 is referenced in the notes for bid item 0800. Is a double mat of reinforcing steel required? Please clarify.	Please refer to ADDENDUM 15sep009.a01 written September 10, 2009.	2009-09-11 09:57:45
September 15 <sup>th</sup> 2009	009	Will there be an addendum for understated square yards under bid item 0080?	Under Review	2009-09-11 17:32:09
September 15 <sup>th</sup> 2009	009	Item 5 Granular Material quantity is 40 CY. The Bid Item Notes states that this should be 53 CY. What quantity should be bid?	Bid the quantity shown on the proposal, 40 cy.	2009-09-14 17:03:31
September 15 <sup>th</sup> 2009	011	The Bridge Approach TAB 112-6 indicates 70' long bridge approaches off each end of the bridge. Looking at the SY for single reinforced pavement and non-reinforced pavement would seem to indicate a back of curb to back of curb dimension of 35'-6" for the reinforced pavement and 33'-6" for non-reinforced pavement. Is this correct? The plans seem to show a constant 33' back of curb to back of curb dimension, which would reduce the SY of bridge approach. Please clarify.	See Addendum 15SEP011.a03 For changes in the Bridge approach.	2009-09-11 10:06:39
September 15 <sup>th</sup> 2009	011	Are the anchor bolts for the handrails going to be required to be painted to match the railings?	No, the anchor bolts will not be required to be painted.	2009-09-11 16:13:16
September 15 <sup>th</sup> 2009	011	In table 105-4, under the Standard Bridge plans, the wing armoring detail is listed. Is this required, if so, what bid item should it be included in?	Yes, this detail is required and the notes on the standard bridge plan states that payment shall be included in the "Structural Concrete (Bridge)" item.	2009-09-11 16:14:09
September 15 <sup>th</sup> 2009	011	Will the overhead power lines on the east side of the bridge be relocated prior to the start of this project?	Per standard specifications 1107.15 CONTRACTOR'S RESPONSIBILITY FOR UTILITY FACILITY AND SERVICES. "The Contracting Authority will endeavor to have all necessary adjustments made to public or private utilities within or adjacent to the limits of construction prior to construction activities, except those requiring coordination with the Contractor."	2009-09-11 13:46:46

September 15 <sup>th</sup> 2009	011	The Proposal notes on page 2 of the proposal package indicate that free winter working days are available without being charged working days. Page 3 of the special provisions indicate that free winter working days are NOT permitted on this project. Please reconcile this direct conflict within the same document.	500.01 Winter Work was removed from The Special Provision List and Text by addendum 15sep011.a04.	2009-09-14 16:59:03
September 15 <sup>th</sup> 2009	101	The front sheet of the plans state that the IDOT's standard specs apply to this project. The estimate reference information for Item 110-8" PCCP references non-IDOT specs. These notes require the contractor to check the pavement for smoothness and potentially grind the pavement. It states that no incentive will be paid. This goes against the referenced IDOT specs. Should this note be dropped?	The reference notes were changed in addendum 15sep101.a01.	2009-09-03 11:35:30
September 15 <sup>th</sup> 2009	101	Can you please provide information about the existing pavement type(s) and thickness for Item 0440? Item 0450 is for HMA pavement removal only. How thick is the HMA?	The Existing Pavement Information is included in addendum 15sep101.a01. "Estimated Pavement thickness of HMA is 3 in. Estimated pavement thickness of PCC is 8 in."	2009-09-03 11:37:34
September 15 <sup>th</sup> 2009	101	Please review the working days assigned to this project. The job has five stages and will require cure time in each stage because the new pavement ranges from 48.5 to 56' wide. It is not realistic to think that a contractor can build a five stage in only 18 working days per stage with the numerous crafts and cure time involved. Potentially you might have work on each one of the 125 bid items in each stage.	The working days were changed in addendum 15sep101.a01.	2009-09-03 11:36:25
September 15 <sup>th</sup> 2009	101	The item quantity information tables on plan sheet C.04 for the 4" and 6" sidewalk, and the 6" drives do not appear to agree with the bid quantities. Please clarify. It would also be helpful, since there are two patch items, that a location table tied to a bid item be provided.	The quantities of 4, 6 inch Sidewalk and Driveway were changed in addendum 15sep101.a01 The patches locations are shown on the D sheets. D.05 shows a The PCC Patch that is located in 3 lanes. D.08-D.13 shows the HMA Patches.	2009-09-03 11:33:31
September 15 <sup>th</sup> 2009	101	What are the quantities for the 8" san sewer? What are the quantities for the 4' dia san MH's? Where is the detail for the intake special double?	The Proposal shows 32.5 LF of Sewer pipe Plastic Sanitary, 8 in. dia. The Proposal shows 6 each Utility Access, Sanitary Sewer, Standard 4' dia. Intake Special Double was removed by addendum because there are no details for it in the plan.	2009-09-14 13:55:40

September 15 <sup>th</sup> 2009	102	Estimate reference on C.01 for item 22-flyash indicates an application rate for the flyash of 135 pcf- probably should be that many pounds per square yard for the 12" depth?-----Also standard note 251-3 on sheet C.04 talks about a plan for stage construction for local accesses which are required to remain open. Which local accesses are required to remain open, and with the nature of the project and the narrow shoulder, will this require half width paving? thank you.	Please refer to addendum 15sep102.a01 for the answer to the first question. Half width paving is not required. Maintaining access, however the contractor chooses to do so, is required.	2009-08-31 09:53:38
September 15 <sup>th</sup> 2009	102	On sheet C.01 of the plans, the first general note indicates what is expected of the contract to prepare the seed bed for the owner to seed the project. This work is 75% plus or minus of what a contract price for seeding is--please add a bid item indicating it is all the work but the final application of the seed and any work after that which the owner will do.----thank you	Please refer to addendum 15sep102.a02 to answer the question. Thanks!	2009-08-31 16:43:52
September 15 <sup>th</sup> 2009	102	What class concrete stone is specified? Class 2, Class 3, Class 3I? Thanks.	The bid items for PCC overlay refer to section 2310 of the standard specifications. 2310.02 A.2. refers to section 4115, which states that for all non-primary projects, Class 2 durability aggregate is specified.	2009-09-09 17:02:11
September 15 <sup>th</sup> 2009	102	Item 11 Longitudinal subdrain, has no tabulations in the plan and there are not any outlets listed on the bidding proposal for this subdrain. From the length of 1400' I assume this is both sides of the road from 104+00 to 111+00 in the core out area. If we have the tabs we will know the depth and outlet locations also.	Please refer to addendum 15sep102.a03.	2009-09-11 10:04:36
September 15 <sup>th</sup> 2009	102	For Item 22, subgrade treatment with Fly Ash, it shows the core out area of 1+38 to 14+50 to receive stabilization. The project quantity of square yards does not match the area given in the notes. 1312'x 26'= 3790 sq.yd. Also on page B.01 it shows an area of 104+00 to 111+00 to receive an 8" Fly Ash stabilization. This area is also not in the quantities 700'x 26'= 2022 sq.yd., if it is to be stabilized and is it 8" or 12" depth of incorporation?	Please refer to addendum 15sep102.a03.	2009-09-11 10:03:34

September 15 <sup>th</sup> 2009	102	Item 7 HMA refers to sheet U.02 which shows asphalt tapers on each end bridge. Sheet U.01 shows 2' fillets at field entrances. Is this intent no HMA is shown for this quantity?	The HMA wedge/level/strengthening quantity is correct for the fillets on U.01 and the runouts on U.02.	2009-09-14 16:47:57
September 15 <sup>th</sup> 2009	102	Item # Scarification lists transitions and rough areas. sheet U.02 shows transitions only and rough areas are listed "by other's" D.06 D.05 this could cause extra mobilizatin. What is intent?	Typical 7309 on sheet U.02 shows all the areas for pavement scarification. This matches the quantity shown on sheet C.01. The areas shown on D.05 and D.06 will be done "by others".	2009-09-14 16:49:07
September 15 <sup>th</sup> 2009	158	Does plan for widening include removal of existing field driveway entrances. Skipping only roadways and existing widening with curb.	The HMA shoulders will be placed in the locations listed on the typical.	2009-09-11 10:01:39
September 15 <sup>th</sup> 2009	159	Sheet C.04 references Standard Road Plan RF-19E dated 10-20-09. This project is in the September letting. What is the correct version of Standard Road Plan to use?	Use the most current standard, dated 10-16-07. The October standard referenced is not effective until the October letting.	2009-08-27 16:23:36
September 15 <sup>th</sup> 2009	356	Will the traffic signals be considered a specialty item, thus allowing paving contractors to be prime?	No, this is a traffic signal project and it does not contain the note that makes traffic signals a specialty item.	2009-09-11 10:31:13
September 15 <sup>th</sup> 2009	503	For the 2-3' shrubs can we use bare root plants or do they have to be in containers or BB.	Bare Root would be the minimum required, Container or B-B could be supplied. The Shrubs and Trees need to meet the 4170 of the spec book. "All landscape plant material shall meet the minimum requirements of size and grade in the American Standard for Nursery Stock ANSI Z 60.1. Sizes and grades for bare root nursery grown trees and shrubs and balled and burlapped (B B) trees and shrubs as set forth in ANSI Z 60.01." See 2611 and 4170 in the Specifications for information on requirements.	2009-08-31 16:23:43
August 18 <sup>th</sup> 2009	002	The Estimated project quantities on page C.1 call out 265 SY of Pavement Scarification and 265 SY of Detour Pavement are there bid items for these items of work or are they incidental to something?	Addendum 18aug002.a01 added those bid items to the proposal.	2009-08-13 17:48:20
August 18 <sup>th</sup> 2009	004	Can soil boring logs be provided for this project for use in the design of the temp shoring?	Soil Boring Logs can be acquired by calling the Office of Contracts @ 515-239-1414	2009-08-12 17:24:29
August 18 <sup>th</sup> 2009	004	Does the temp shoring have to be removed once the new wall is backfilled or can it be abandoned in place with proper cover?	It can be abandoned in place as long no future tree planting is scheduled for the area. We recommend removal to 3 to 4 feet below grade and then cover back up with dirt	2009-08-12 17:25:12

August 18 <sup>th</sup> 2009	004	What stations of wall are included in DIV 1 quantities (Item 0090) and what stations of wall are included in DIV 2 quantities (Item 0190)?	The wall is not split by division along its' stations. Rather, the height of wall and size of footing were increased due to relocation of the wall to accommodate clear zone requirements. The additional wall quantity in Division 2 is composed of this additional height and larger footing along the entire length of wall. This is the cost (Division 2) being paid by the City. The Division 1 cost is paid by FHWA	2009-08-12 17:23:42
August 18 <sup>th</sup> 2009	004	COE ROAD is a one-way south bound road and a TC-418 Left Lane Closure seems better.	Please refer to ADDENDUM 18aug004.a01 written August 13, 2009.	2009-08-14 11:16:35
August 18 <sup>th</sup> 2009	004	The traffic control for Coe Road (12th St. N.E) is TC-211. This road is a one-way street south bound with two thru lanes. Would a TC-418 be more appropriate?	Please refer to ADDENDUM 18aug004.a01 written August 13, 2009.	2009-08-13 17:50:14
August 18 <sup>th</sup> 2009	101	Based on Typical 1 should it be assumed that the limestone screenings are only approximately two inches thick? Is it the intention of this project to pave directly on top of the existing ballast?	The existing top limestone is greater than 2". Bottom of paving should be placed on the finer limestone screenings.	2009-08-06 12:38:51
August 18 <sup>th</sup> 2009	101	There are 26 bridges on this project. Are all 26 bridges considered to be pedestrian bridges? Please provide anticipated weight restrictions for equipment using these structures.	Weight restrictions cannot be determined. All bridges are considered to be pedestrian. Refer to note 11 on sheet C.02.	2009-08-06 12:39:51
August 18 <sup>th</sup> 2009	102	Please review Details 1 + 2 on sheet B.01. It appears that the actual section includes a double track line for most of the project. Is it the intention to remove all the ties in the second track area? Is the entire second track area cleared and grubbed? What happens to the shouldering in this area? If any of these questions are affirmative the Typical is not accurate for most of the project.	All ties found within the ROW are to be removed, as noted in the Estimate Reference Information for Item 23 and on the D Sheets. Clearing and grubbing will only be required for a total width of 20' to a height of 10', centered on the trail alignment, as indicated on both typical sections and in the Estimate Reference Information for Item 1. A 2' wide shoulder with a maximum grade of 2% shall be maintained on each side of the trail. Beyond the required 2' shoulder, a maximum slope of 3:1 must be maintained. If the presence of a second track creates a flatter slope, that will be allowable. Please note the shoulder material called out on each typical section.	2009-08-06 09:09:05
August 18 <sup>th</sup> 2009	102	The proposal guaranty is \$25,000.00 for this project. Is this an accurate depiction of the projects total dollar range?	Please refer to ADDENDUM 18aug102.a01 written July 22, 2009.	2009-08-12 15:25:29



August 18 <sup>th</sup> 2009	102	Item 0100 on the estimating proposal calls for 3,387 SY of 6 inch PCC Rec Trail. The estimated project quantities on page C.01 of the plans item 10 calls for 38,387 Sy of 6 inch PCC Rec trail. Which quantity is correct?	38,387 SY. Please refer to ADDENDUM 18aug102.a01 written July 22, 2009.	2009-08-12 15:23:41
August 18 <sup>th</sup> 2009	103	This project is an overlay with integral 2' widening on the outside slab edges--this widening is tied with an L-1 joint--based on the geometry in the typicals on B.01 and B.02 of the project plans the end of the bar in either of these joints should theoretically be 6" from the edge of the slab. Some pavers cannot mechanically place bars that close to the edge of the pavement. Is there any distance that would be acceptable for this bar to be from the edge greater than the theoretical 6"? Is 10" acceptable; or is 12" acceptable; or is 14" acceptable--please indicate some distance greater than 6" that would be acceptable. If we cannot mechanically place these bars, some sort of basket or chair assembly will be required which will not only add considerable material expense, but also will add a great deal of labor. Thank you	See Addendum 18aug103.a01.Sheet Number B.01 and B.02 For the L-1 Joint at the widening, the placement of the #4 bars can must have a minimum of 10" embedment in the widening.	2009-08-13 17:37:35
August 18 <sup>th</sup> 2009	103	On Sheet T.01 Does your fill quantity include a shrink factor? What is the shrink factor if it is included?Thanks	See addendum 18aug103.a01. Note the class 10 fill is calculated with 35% shrink.	2009-08-13 17:36:50
August 18 <sup>th</sup> 2009	103	The on grade paving on this project is shown on the typical on sheet B.05 as being on top of granular subbase--there isn't enough shoulder to be economically used as a haul road, so the most effective way to pave these sections, sometimes in conjunction with the overlay sections, is to back on the grade--can the requirement be waived allowing this, or the material changed to modified subbase? If not, a considerable expense will be incurred to either build the shoulders up or pave half width in these areas. Thank you	See Addendum 18aug103.a02 A portion of the Granular Subbase was removed and Modified Subbase was added along with other changes.	2009-08-14 17:22:23
August 18 <sup>th</sup> 2009	105	Where do I find the General Supplemental Specs for this job.	You can find it in the electronic reference library on the DOT web site. Look under the archive section.	2009-09-16 09:47:16

August 18 <sup>th</sup> 2009	107	The class 10 indicates fill plus shrink in excess of cut by about 1800 cubic yards--is this to be contractor furnished?The only granular subbase appears to be for the patches--there are two pay items referencing subbase for patching, 40 (which refernces the patching tab) and 290-please clarifyIs the 12" subgrade compaction under the modified in typical COA-1 on sheet B.03 incidental--generally I thought it was only incidental if it was 6" depth and there should be a pay item if it is 12"-please claifyThere is a tab on sheet C.03 listing 6 structures to be adjusted--the adjustments must be under 12" as there is no pay item--I beleive at least the 5 intakes should be pay items--adjusting the manhole with a few "donuts" is understandable when less than 1' plus or minus--the intake work could be substantial and not at all simialr to placing rings on manholes--could some clarification of expectations for the intakes be providedThank you	See Addendum 18aug107.a01 for changes.The Borrow is Contractor furnished. Delete Line No. 0040 2111-8174100 GRANULAR SUBBASE. 2109-8225100 SPECIAL COMPACTION OF SUBGRADE was added by addendum. All Adjustments are under 1 foot.	2009-08-13 17:39:47
August 18 <sup>th</sup> 2009	107	The plans show an L-1 joint in the p.c.c. overlay. Is reinforcing steel required? Is so, is it pinned to the existing pavement or located mid-slab?	The L-1 joint is identified in RH-51. It is shown at the centerline of the proposed overlay. See RH-51 for information on reinforcing and placement.	2009-08-13 17:41:06
August 18 <sup>th</sup> 2009	108	Please clarify 8" p.c.c. and 10" p.c.c. locations.	See addendum 18aug108.a01, The 10" PCC was deleted.	2009-08-13 17:38:44
August 18 <sup>th</sup> 2009	108	It appears that the typicals are missing for the work on Highway 5. Also, there should be a Class 13 item for this work. What type of base material goes under this Area? Thank you.	See Addendum 18aug108.a02 A Typical was added for the work on HWY 5. This plan does not a bid item for Class 13. The added typical shows the Base Material.	2009-08-14 17:20:36
August 18 <sup>th</sup> 2009	108	Is the 12' drive under this contract? If so, where is the pay item?	Bid item 2126-8275058 Reclaim Present Surfacing material says Material shall be stockpiled and used for temporary access to the Scotch Ridge Center and per specification "This payment shall be full compensation for reclaiming present surfacing material, scarifying, blading, loading, hauling, stockpiling, and spreading the reclaimed material as directed by the Engineer."	2009-08-14 17:18:53
August 18 <sup>th</sup> 2009	108	What detail number is to be followed for shoulder construction along HWY 5?(2205 in addendum 02 says see "other drawings".	There is a bid item for Granular Shoulders but there is not a detail.	2009-08-14 17:17:59

August 18 <sup>th</sup> 2009	108	Since Addendum 2 does not specifically address excavation for the 8" PCC widening and shoulder along HWY 5 and there are no given X-sec's, are we to assume this is incidental grading and how does this affect "total material short" of 6910 cy under class 10 excavation, i.e can this material be used as fill under new Co. Line Rd?	The grading for the turnlanes along Hwy 5 is taken into account for the Class 10 quantity. Yes, the material from the turnlanes along Hwy 5 can be used as fill under new County Line Road.	2009-08-17 17:01:29
August 18 <sup>th</sup> 2009	108	The given X-sec detail is incomplete--Is the cut qty of 9367 cy all from the old road bed (minus the rock)and does it include any of the work req'd for HWY 5, since it appears all/most of the new roadbed is in fill?	The quantity of cut material is made up of material from the old road bed (minus the rock) and material from the work req'd along Hwy 5, along with material from the area between the new County Line Road and the old road bed.	2009-08-17 17:02:49
August 18 <sup>th</sup> 2009	108	Does the 4" granular material to be used for the temporary access need to be removed at the end of the job? How is that paid for?	There is not a bid item for the removal of the granular material that is being placed under Reclaiming Present Surfacing Material. If it is to be removed it will need to be done by extra work.	2009-08-17 16:20:30
August 18 <sup>th</sup> 2009	109	On plan sheet U.04. Under the "Typical Section-Reinforced Retaining Wall" Item #2, What material is used for the "Reinforced Backfill"? Is it incidental? Are there any tabulations available showing the elevations of the reinforced retaining wall?	There is a sizable rock cut that is part of the grading on this project. Item 37, ROCK CRUSHING AND STOCKPILING specifies a gradation and states "Crushed material shall first be used for retaining wall backfill and then reinforced slope fill (STA 90+00 to STA 92+50)." The geogrid in the crushed rock makes the Reinforced Backfill in the "Typical Section – Reinforced Retaining Wall" detail on Sheet U.04. The Reinforced Backfill is incidental to the project since Item 36, SEGMENTAL RETAINING WALL specifies that "Bid item includes ... all onsite backfill" and since the Contractor is already being paid to produce the material. As to elevation wall tabs - Item 36, SEGMENTAL RETAINING WALL specifies that "Block units shall conform with IM 445.04 and shall consist of at least three different sizes (height and width) and be designed to stack in panels that can be stacked in varied patterns to provide a random appearance." Since each wall unit manufacturer produces blocks of varied heights and widths, we thought it would be better to provide the successful wall system engineer with spot elevations and profile elevations on the plan/profile drawings on sheets U.01-03 and then make final adjustments during the shop drawing review process.	2009-08-11 11:07:23

August 18 <sup>th</sup> 2009	156	It is unclear to us on what items if any require colored concrete. Pavement, Sidewalk, and Retaining walls. Could you let us know what has the colored concrete.	The "Concrete Retaining Wall", "Concrete Floodwall", and "CIP Concrete Stadium Seats" would be colored medium gray per Section 03301. The "Cast-in-Place Concrete Pavement, Pedestrian, Type 1" and Cast-in-Place Concrete Pavement, Pedestrian, Type 2" would be colored per Section 02750. The "Tree Vault Cover" would be colored according to Section 03450. The "Concrete Mow Strip" and "Cast-in-place Concrete Band" are covered under Section 02750, but are not identified as a Type 1 or 2 paving so they do not require color additive.	2009-08-17 16:00:11
August 18 <sup>th</sup> 2009	156	Who will be providing the inspection for the job?	Stanley Consultants will be doing the daily inspection on behalf of the City of Des Moines.	2009-08-17 11:21:52
August 18 <sup>th</sup> 2009	156	Is the over dig for the retaining walls figured in the Class 10 excavation.	Approximate quantities for the retaining wall excavation is included in the quantities shown in the plans.	2009-08-17 12:35:52
August 18 <sup>th</sup> 2009	156	Class F flyash is specified in paving specs, required or is Class C or no flyash OK?	We are researching an answer, but because of the time this question was received. It may not be possible to provide a response prior to the deadline.	2009-08-18 10:40:27
August 18 <sup>th</sup> 2009	156	Slag is specified in concrete paving specs, is it required or optional? What amount?	We are researching an answer, but because of the time this question was received. It may not be possible to provide a response prior to the deadline.	2009-08-18 10:39:07
August 18 <sup>th</sup> 2009	156	3500# is specified in paving specs, 4000# is specified in structural concrete specs, are you looking for the normal C-4 mix or is it ok to go with the lower strength mixes listed.	We are researching an answer, but because of the time this question was received. It may not be possible to provide a response prior to the deadline.	2009-08-18 10:38:05
August 18 <sup>th</sup> 2009	303	The tabulation referred to for bid item 0020 Granular shoulder notes that excavation of existing shoulder is to be paid for as Trenching and Shaping. Is this incidental to a bid item	The note on B.01 is as follows: 1. Existing shoulder to be excavated away to the dimensions shown. Paid for as "Trenching and Reshaping". Trenching and Reshaping is a standard bid item (2121-8450810) but was not included in the plans or the proposal. If this work is required of the contractor it will be added by Extra Work Order/Change Order.	2009-08-14 17:23:56
July 21 <sup>st</sup> 2009	002	Given there is winter free time for 2009-2010 for this project, (no working days charged), would the structure concrete placed during the winter free time be eligible for payment of Heated Concrete and Heating Housing of Concrete Forms under Specification 2403.23? Would this also apply to other Bremer County RCB's in this letting?	Yes. Those specifications also apply to the other Bremer projects.	2009-07-16 13:00:01

July 21 <sup>st</sup> 2009	003	Please review granular backfill quantity. It appears that the 75 m <sup>3</sup> in the plans is not near enough to provide 300mm thick under the barrel sections of box.	The quantity has been adjusted by addendum 21jul003.a01.	2009-07-16 17:37:16
July 21 <sup>st</sup> 2009	011	Item 0180 calls for the use of PG 64-28 ACC Binder which would be modified. Is this the correct binder designation?	Yes, it is the correct binder.	2009-07-14 17:33:20
July 21 <sup>st</sup> 2009	015	Note says CL-10 may be obtained from County Quarry and County will load contractors trucks. How many CY per hour can the county load? Could the contractor possibly load his own trucks?	The county is unable to give a rate. There will be a loader and operator available at the quarry.No the Contractor will not load their own trucks.	2009-07-14 17:31:30
July 21 <sup>st</sup> 2009	021	It appears that in the bid quantity for RE-44A barrier rail (item 0540) the 408'6" of bridge rail over the Raccoon River was not taken out. Can this be confirmed?	The barrier rail quantity has been adjusted by addendum 21jul021.a01 for the bridge over Walnut Creek. The Raccoon River is not near these projects, it is much further south.	2009-07-16 17:39:37
July 21 <sup>st</sup> 2009	021	It is unclear from the plans if and how much conduit is to be replaced in the median rail. Is there any more information on this available?	Per plan Sheet Number 19 there is no conduit to be replaced in the median rail.	2009-07-16 12:33:32
July 21 <sup>st</sup> 2009	021	There is a late start date of 8/24/09 with 175 working days with no free winter. There is an "option" to perform stage 1 this year. Can we assume that no days will be charged during the winter if no work is going on?	Yes, as long as traffic is not affected and weather and specifications do not allow work on the controlling item of work then working days would be suspended during the winter.	2009-07-16 12:06:26
July 21 <sup>st</sup> 2009	021	There is a 25 calendar day closure period for Site No 1 which involves replacing some joints and is possible. There is also a 25 cal day closure for Site No 2 which includes redecking a 400' bridge, curing 7 days, switching traffic, replacing joints, curing 7 days, and switching traffic. I don't think so. Can this be changed?	This was changed by addendum 21jul021.a01. The two intermediate contract periods are critical to limiting the amount of time the ramps are closed to traffic.	2009-07-16 17:38:19

July 21 <sup>st</sup> 2009	021	How can there be a \$8500 penalty with no incentive?	There are no penalties on this contract. The \$8,500.00 and \$8,800.00 for site 01 and 02 are Liquidated Damages. Liquidated Damages are defined in Article 1101.03 of the standard specifications as " The dollar amount, estimated by the Engineer, and set forth in the contract documents, as the damage to the Contracting Authority or the public for delay in completion of the work." The liquidated damages for site 01 and 02 were increased due to user costs to the public. There are no incentive/disincentive specifications that apply to this contract.	2009-07-15 16:59:17
July 21 <sup>st</sup> 2009	026	Item 0110 Concrete Barrier Railing is for 460 lf which appears to be enough for only one bridge. Is this correct?	Corrected by addendum 21jul026.a02.	2009-07-17 13:22:43
July 21 <sup>st</sup> 2009	026	Tab for Crash Cushions has the SU column checked and also sand barrel details. Are SU crash cushions required for this project?	Corrected by addendum 21jul026.a02.	2009-07-17 13:25:56
July 21 <sup>st</sup> 2009	027	What does the bid item for removals refer to?	The Removal Bid Items were removed from these projects in addendum 21jul027.a01. The removal of 1/4 inch of the existing bridge deck will be according to the standard specifications and shall be included in the price bid for the overlay item.	2009-07-10 16:58:02
July 21 <sup>st</sup> 2009	027	There is no bid item for class A repair.	No Class A repair is anticipated. If it is needed it will be added by Extra Work Order.	2009-07-02 17:40:11
July 21 <sup>st</sup> 2009	027	The bid item is for bridge depth o-depth overlay (HPC-O)with DS-01114 yet the repair and overlay definition typical shows 1/4" scarification with 1-1/2" surface raise. Which is correct? Usually we see alternate bid items for HPC-O or CL-O; will Class O-Mix be allowed?	See Addendum 21jul027.a01 The DS-01114 was removed. The Over-depth Overlay bid items were changed to HPC-O Overlay. The Removal bid items were deleted.	2009-07-10 16:59:25
July 21 <sup>st</sup> 2009	101	Sheet B.3 (Tab 2503)shows ramp paving. Under what bid item, if any, is this paving accounted for?	The ramp paving quantity was added to the QMC PCC by addendum 21jul101.a01.	2009-07-09 14:58:50
July 21 <sup>st</sup> 2009	101	The granular subbase quantity appears to be equivalent to that need for the typical mainline section only. Shouldn't there be an additional quantity for the subbase required for the irregular pavmt. areas enumerated in the tabulation on sht. C.06 ?	Please refer to the 2nd addendum issued for this project. The quantity was changed in the addendum.	2009-07-20 12:45:51



July 21 <sup>st</sup> 2009	101	The tabulation of pavement on Sht. C.06 does not seem to include the radii at the ramp terminals. Could this and the total quantity for 260 mm PCC QMC be reviewed?	Please refer to the 2nd addendum issued for this project. The quantity was changed in the addendum.	2009-07-20 12:47:16
July 21 <sup>st</sup> 2009	109	Is there strip or respread of topsoil on this project? If so, how is it paid for?	Stripping, salvaging and spreading of topsoil as per Article 2105 of the Standard Specifications is not required. If it is determined that this work is necessary it will be paid for by change order.	2009-07-20 13:16:09
July 21 <sup>st</sup> 2009	109	Will the new sidewalk or existing drives need to be backfilled with black dirt?	The embankment material must meet the requirements of Article 2102 for contractor furnished borrow. There is no specific requirement for it to be black dirt or topsoil.	2009-07-20 13:14:59
July 21 <sup>st</sup> 2009	110	ITEM58 CHANGEABLE MESSAGE SIGNS THISSAYS REF THE J SHEETS, THIS DOES NOT TELL ME HOW MANY OF THESE ARE NEEDED R WHERE THEY WILL BE NEEDED.	Per the Method of Measurement and Basis of Payment in DS-01072. The contractor will be paid for each calendar day for each portable CMS provided. The quantity shown on the proposal is 28 CDAY which stands for 28 calendar days. The location is shown on note 2 on plan sheet J.05. It references a CMS in both directions so the intended use is for two signs for 14 days.	2009-07-17 14:58:13
July 21 <sup>st</sup> 2009	110	The T Sheets calculate out to 27,109 CY of cut and 2,499 CY of Fill, but the estimated quantities/Bid sheet specify 17,138 CY Cut and 1,803 Cy of Fill. What do we base our bid on?	Bidders will need to bid the quantity listed in the proposal. Note the following from Article 1109.01 A, in the event the proposal quantity is incorrect: Except for those items for which quantities cannot be accurately predetermined, the contract quantities have been accurately and properly estimated, but adjustments will be made for obvious errors or authorized changes.	2009-07-20 15:28:44
July 21 <sup>st</sup> 2009	110	What is the incidental granular material removal for the Class 10 excavation? Is this for the removal of the temporary granular surfacing?	The granular material incidental to Class 10 Excavation is for granular material that may be present in the template cut as shown in the cross sections. On sheet C.01, the estimate reference note for Driveway Surfacing indicates that bid item includes the removal of the temporary granular surfacing material.	2009-07-20 15:06:05
July 21 <sup>st</sup> 2009	110	Sheets F.01 and F.02 show that the paving on E. Indianola is "U.A.C. Existing Paving". What does that refer to?	U. A.C. means to Use As Constructed . In this case U.A.C the existing paving as shown in the detail. Also see the estimate reference note for Driveway Surfacing on sheet C.01 and the staging notes on sheet J.01.	2009-07-20 15:26:00

July 21 <sup>st</sup> 2009	110	Due to the small construction limit area will the topsoil be allowed to be hauled away and then hauled back in with no arch. surveys or impact studies? If different topsoil is hauled back to the site will there need to be an arch. survey or impact study done?	The contractor is not restricted to stockpiling the topsoil on site. The material and excavation required on the project site have archeological and associated clearances. The necessity and types of additional clearances needed is driven by several factors including location, nature and scope of excavation among others. Environmental, archaeological, and historic preservation clearances are specifically required by Article 2102.06 B for contractor furnished material. In addition the contractor is expected to be familiar with and follow all laws, Article 1107.01; and to procure all necessary permits, Article 1107.03.	2009-07-20 17:50:13
July 21 <sup>st</sup> 2009	111	Est Ref note for bid item 33 Class 13 Excav. says to include removal of existing utility's including abandoned watermain. That would mean just any main in conflict w/ the work-main at lower elevations not in conflict will be left in place, correct?	The plan says "Removal of abandoned utilities lines... required to complete the work shall be incidental."	2009-07-20 13:13:04
July 21 <sup>st</sup> 2009	112	B.O. 112 has a specified contract period of 45 working days. Looking at the quantities, it would be hard to build this job if it was only one stage in 45 working days. The J Sheets show that this is a four stage job. Please review the contract period.	The intent of the contract period for this project is to complete it by November 1, 2009. The proposal has note 500.12 that indicates this is an "Accelerated Work Schedule" which is described in Article 1108.02J of the specifications (work is allowed 24/7).	2009-07-02 17:39:49
July 21 <sup>st</sup> 2009	112	On item 0330 longitudinal subdrain. It shows 34 RF-19C outlets and 1 RF-19E on sheet C.06, 104-9. There are not any bid items for these outlets and I don't see where it says they are incidental.	These outlets are supposed to be bid items and will most probably be needed and if so will have to be added by Extra Work Order.	2009-07-17 16:03:07
July 21 <sup>st</sup> 2009	112	Will we need to have an Archeological Survey done at the contractor provided barrow if the dirt has already been stockpiled at the barrow from another project, or the barrow has already been used for other projects that did not require an archeological survey?	Please refer to Article 2102.06B Clearances for borrow clearance requirements.	2009-07-17 15:53:44
July 21 <sup>st</sup> 2009	112	Article 2102.06b States "The Contractor will be responsible for obtaining necessary environmental, archaeological, and historic preservation clearances". Is it necessary or not to obtain an environmental, archaeological, and historic survey on stockpiled barrow material from another project?	Just as it states in the Specification it is the CONTRACTOR'S RESPONSIBILITY to obtain necessary clearances.	2009-07-20 17:03:52

July 21 <sup>st</sup> 2009	112	Since there is no bid item for Strip, Salvage, and Spread- Can we place the Organic Material/ topsoil from the cuts in the structural fill areas of the projects? It does not appear that there is enough area to install the existing organic/ topsoil on the project in the non-structural fill areas. If we import 4,577 cy of topsoil into the non-structural fill areas, there will not be enough room to install all of the existing topsoil strippings into the fills in Non-Structural Areas.	It is estimated that the project has 6,905 CY Cut that can be used on the project, and 6,381 CY of Borrow that needs to be provided by the contractor. If the material is deemed Unsuitable it will be handled per Standard Specifications. In addition to the Class 10 there is 4577 CY Topsoil that needs to be Furnished by the contractor.	2009-07-20 17:05:45
July 21 <sup>st</sup> 2009	112	Bid item 40 is for locating existing tiles. How do we get paid for repairs, or abandoning tiles that we find?	The Locating existing Tiles is for trenching and backfilling. If required to do any other work it would be paid as Extra Work.	2009-07-20 13:05:13
July 21 <sup>st</sup> 2009	112	If we are working in a fill area, can we place our fills on the existing grass/ vegetation area, or do we need to spray with Roundup or scarify with disk before added fills to the current surface?	Per the reference note in the Plan, "Prior to placement of fill the soil should be scarified to a depth of 6 inch and re-compacted using IDOT Type "A" Compaction."	2009-07-20 17:07:47
July 21 <sup>st</sup> 2009	112	If we work 24/7, will there be an inspector on site 24/7?	The Engineer will determine when the inspector will be on site. Refer to Specifications 1105.07 Authority and Duties of Inspector and 1105.08 Inspection of Work.	2009-07-20 13:11:19
July 21 <sup>st</sup> 2009	114	Is there an item for "SPECIAL COMPACTION OF SUBGRADE/REC TRAIL" or is it not required?	There is not a bid item for Special compaction of Subgrade/Rec Trail, it will not be bid or required.	2009-07-20 13:08:26
July 21 <sup>st</sup> 2009	114	Is strip, salvage and respreading of topsoil required? if so, how is it paid for?	There is not a bid item for Topsoil, and it will not be required.	2009-07-20 13:07:31
July 21 <sup>st</sup> 2009	114	It doesn't seem like the estimated reference information matches the bid items. Can you confirm this? The dirt refers to curb grinding, shoulder finish refers to transverse saw cuts and so on....	Don't refer to the Item No., Refer to the Item Code. The Item Codes in the Estimate Project Quantities match the Estimate Reference Information.	2009-07-20 13:09:42
July 21 <sup>st</sup> 2009	114	Is there any "T" sheets or Estimate reference information about the Class 10 excavation and the breakdown of the Cut/fill?	There are no T Sheets or estimate reference information in the plan. See Typical TRAIL on B.01.	2009-07-20 13:06:27
July 21 <sup>st</sup> 2009	155	The plans call for removing the existing engineering fabric from the recycled material. Completely removing the fabric is not possible due to its depth in the existing pavement. Is the intent to completely remove the fabric or simply as much as possible?	Remove as much of the engineering fabric as possible, so there are not large pieces of fabric in the mat.	2009-07-20 17:06:50

July 21 <sup>st</sup> 2009	156	Regarding the items 0140 and 0410 on the bidding proposal, the subdrain is listed as backslope subdrain. From the tabulations in the plans it looks like it is Longitudinal shoulder subdrain. Is that correct?	The project involves Longitudinal Subdrain for the Shoulders. This has been adjusted by addendum 21jul156.a01. Please refer to the addendum.	2009-07-16 17:36:15
July 21 <sup>st</sup> 2009	157	There are no patch tabulations or patch dimensions in the plans. More information needed.	See addendum 21jul157.a01 for patch information.	2009-07-06 15:13:36
July 21 <sup>st</sup> 2009	162	Please evaluate square yards for double reinforced pavement area in bridge approach. Overstated?	The Bridge Approach Quantity was changed in Addendum 21JUL162.a01.	2009-07-08 16:08:35
July 21 <sup>st</sup> 2009	162	Bid Item 0990 is 822 SY of Class O PCC Bridge Floor Overlay. Is Class HPC-O High Performance Concrete acceptable for this bridge floor overlay or must Class O PCC be used? Usually have both listed on the proposal giving the contractor the option of bidding either method.	The bid item in the plan is Class O PCC, that is what will be bid.	2009-07-08 16:06:49
July 21 <sup>st</sup> 2009	162	Sheet B.1 Typical 3208m shows HMA Base widening and Class 13 Excavation from stat 78+00 to 85+15. I believe these quantities are missing	That location is shown on B.3 typical SHLDR-A and appears to be included.	2009-07-10 14:55:34
July 21 <sup>st</sup> 2009	162	On the "Estimate Referance Information" Item #49 "Intake RA-40" Where is Tab 104-5B? This also applies to item #50.	Tab. 104-5B is on sheet M.1.	2009-07-16 12:04:25
July 21 <sup>st</sup> 2009	162	IS THE FLOWABLE MORTAR AT STATION 365+49.9 PER TAB 104-3 INCIDENTAL OR WILL IT BE PAID UNDER THE FLOWABLE MORTAR ITEM? IT IS NOT LISTED IN TAB 110-9.	This location was omitted from tab. 110-9. The flowable mortar at Sta. 365+49.9 will be paid for by an extra work order.	2009-07-17 13:01:29
July 21 <sup>st</sup> 2009	162	CAN THERE BE MORE THAN ONE 1/2 MILE LANE CLOSURE AT ONE TIME, IE 1/2 MILE APART? FOR CUT/FILL OPERATIONS.	In Article 2528.11 LIMITATIONS. Paragraph 7: Unless otherwise stated in the traffic control plan, the Contractor shall provide for a minimum of 2 miles (3 km) between traffic control zones on rural roadways. Minimum distances between traffic control zones on urban roadways shall be at the direction of the Engineer.	2009-07-17 13:13:50
July 21 <sup>st</sup> 2009	164	On Item # 4 "base mix" it has Surface Patch Incidental to this Item.. Can a Seperate Item be added to cover this ??	The incidental surface patching was deleted by addendum 21jul164.a01.	2009-07-17 12:37:02
July 21 <sup>st</sup> 2009	166	What is the required replacement depth of the P.C.C. patches?	The patch thickness is noted at 8 inches in addendum 21jul166.a01.	2009-07-09 14:59:47

July 21 <sup>st</sup> 2009	171	Typical 2618 Page B.02 indicates HMA into gutter line with 1.5 in milling to curb. D sheets .01 thru .04 show gutter remaining. Question if gutter along curb to be covered with 1.5 in or matched into gutter?	The typical 2618 on sheet B.02 is correct, and does not conflict with the D sheets.	2009-07-15 16:58:04
July 21 <sup>st</sup> 2009	172	How are the core outs at the Project ends and the bridge going to be paid for	There are no core outs required at the project ends or at the bridge.	2009-07-17 16:35:34
July 21 <sup>st</sup> 2009	174	Please evaluate square yards in the bridge approach tabulation.	There does not appear to be any discrepancies.	2009-07-06 15:02:26
July 21 <sup>st</sup> 2009	174	Bid item 170 HMA 1M ESAL Base quantity does not match the quantity in the referenced typical. Which one is correct?	See addendum 21jul174.a01. Several Bid item quantities were changed to reflect the referenced typical 2620.	2009-07-17 17:42:37
July 21 <sup>st</sup> 2009	177	How many dowels are required for each 8' wide finish patch in tabulation 102-6C on sheet C.3?	On Sheet C.3 of the plans for Project NHSN-30-5(226)--2R-85, in tabulation 102-6C, the PCC Patches are listed under the "Without Dowels" column, so the answer would be that no dowels are required.	2009-07-02 17:35:49
July 21 <sup>st</sup> 2009	201	What is the replacement depth of the P.C.C. patches? What is the depth of existing P.C.C. pavement on US 6 from MP 188 to 193?	See Addendum 21jul201.a01 For patch thicknesses	2009-07-15 09:09:40
July 21 <sup>st</sup> 2009	301	does the embankment in place quantity include shrink?? if so what amount	Per addendum 21jul301.a01 the embankment material is to be furnished by the contractor. Shrink would never apply because the contractor is paid for the volume of the completed embankment.	2009-07-17 09:32:10
July 21 <sup>st</sup> 2009	310	The plans include qtys for Engineering Fabric, Class E Revetment and Erosion Stone, but these items are not included in the bid proposal. Is this omission an error?	Yes this is an error...See addendum 21jul310.a01 for all changes.	2009-07-15 09:25:32
July 21 <sup>st</sup> 2009	451	Is there a designated source for the limestone?	There is not a designated source for the limestone. However, on page D.01, under "Limestone Outcropping Specifications", it states the limestone should be obtained from a single quarry.	2009-07-15 17:00:17
July 21 <sup>st</sup> 2009	451	Where is the bid quantity and bid item for the limestone boat ramp?	All Contract 2 Limestone Outcropping includes all details in Sheet U.01, including the limestone for the boat ramp.	2009-07-20 15:21:59
July 21 <sup>st</sup> 2009	502	Is the contractor held responsible with warranty for the 1275 trees if a strong wind 50-60 MPH comes though and tips over trees ? Would the contractor be compensated for repairing them and or replacing them? Thank you	According to the plan, sheet C.1, in the Estimate reference Information Item 7 7th Paragraph last sentence, "All costs of plant replacements shall be the Contractor's responsibility, regardless of weather and site conditions"	2009-07-15 17:19:06

June 30 <sup>th</sup> 2009	101	Item 30 has a plan quantity of 15,288 SY. The item description say there are 15,288 CY. Please correct the quantity.	The quantity of Granular Subbase was changed in addendum 30jun101.a01.	2009-06-19 16:59:06
June 30 <sup>th</sup> 2009	101	How thick are the existing asphalt shoulders? Why does the IDOT anticipate that the inside shoulder will have to be sawed?	See Addendum 30jun101.a01. The shoulders thickness varies, but are estimated to be 10" - 13". The Sawcut on the inside shoulder was removed.	2009-06-19 17:00:51
June 30 <sup>th</sup> 2009	101	Sheet C.04 of the plans states-"The shoulders are not intended to be used as a haul road. The median can be used for delivery. The contractor shall replace damaged shoulders" With this in mind what is the clear distance from the edge of the inside shoulder to the Dynamic message board footing? If required, will the IDOT pay for the removal and replacement of the cable guardrail in this area?	The face of the DMS footing is approximately 17.75 ft from the edge of the inside shoulder.The Guardrail quantities were adjusted in addendum 30jun101.a02.	2009-06-26 12:23:41
June 30 <sup>th</sup> 2009	101	The typical cross section shows granular subbase is 6" deep at the center line, noted as D. With the two percent cross slope to the median, the granular will taper off to nothing before it reaches the end of slab. On past projects the depth at center line is 10.32" and the depth at the end of slab on the median side is usually 6". Is the D depth noted in the typical incorrect?	The Granular Subbase thickness was changed by addendum 30jun101.a03.	2009-06-29 12:43:26
June 30 <sup>th</sup> 2009	102	On sheet J.2 it shows the temporary barrier rail being placed in the center of the median for the winter. If the paving is not complete and only the pipe work is done, where do you place the temporary barrier wall for the winter?	Per Proposal note. "The traffic needs to be returned to normal configuration before winter shutdown." The placement of the TBR will depend on the status of the project. The road and median need to be returned to a safe and operable condition.	2009-06-24 16:33:51
June 30 <sup>th</sup> 2009	102	On sheet B.2, in typical DETOUR-1 is the detour pavement required to be tied to the existing pavement? Does this detour pavement required CD joints? Also, on sheet B.2 typical DETOUR-2, does this detour pavement require CD joints?	The detour pavement is not to be tied and does not require CD Joints.	2009-06-29 11:52:28
June 30 <sup>th</sup> 2009	102	The item, removal of pavement, is the pcc pavement crc?	No.	2009-06-26 11:14:50
June 30 <sup>th</sup> 2009	102	Since the final use of the pavement will be as median and shoulder, what surface texture will be required?	Surface texture will be as described in Section 2301.16 for shoulders and median pavement.	2009-06-26 11:14:01



June 30 <sup>th</sup> 2009	102	Standard Road Plan RF-14 is referenced for the project. Is each joint required to be tied and wrapped for 3 miles of storm sewer? Does this include the joints to be bored under the existing lanes of traffic?	RF-14 says all joints on concrete roadway pipe culverts shall be wrapped. This does not apply to Storm Sewer pipe.	2009-06-30 09:58:09
June 30 <sup>th</sup> 2009	102	Bid Item # 20 - Sewer Pipe, 2000D, 24" has 1,398.00 LF. The pipe table 104-5b on pages M-1 and M-2 only reflects 872 LF of 24" Non-Bored pipe. Where is the remaining 526 LF of 24" pipe located on the project?	The total quantity of 24 inch pipe shown on the tab adds up to the total bid quantities.	2009-06-30 09:44:51
June 30 <sup>th</sup> 2009	152	This is a CIP project, yet the full-depth repair patches are concrete. Should they be changed to full-depth asphalt or composite?	The Full-depth repair patches are to be PCC as noted in plan.	2009-06-22 14:39:07
June 30 <sup>th</sup> 2009	153	Will there be any suitable Class 13 available to use as Class 10 borrow or will it all be needed for material uses shown in the notes?	Yes there should be some suitable Class 13 available.	2009-06-25 09:54:25
June 30 <sup>th</sup> 2009	301	does the contractor have to get an easement for access from the owner of the private road or does IDOT provide the right of access??	Per the Special Project Note on Sheet # C.1 of Project # ER-00501(44)--28-04 the contractor is to contact the property owner.	2009-06-15 10:56:34
June 30 <sup>th</sup> 2009	301	it appears the answer to my earlier question is for the wrong project. this job is in 07 county not 04 county	Iowa DOT provides right of access per 1104.09 in the Red Spec Book and Plan Sheet C.1, Estimate Reference Information note # 3 for Bank Shaping.	2009-06-18 12:30:47
June 30 <sup>th</sup> 2009	353	Actually it is for several bid#'s including 353,354,355,357,358,359. Why does it take so long to upload the plans and specs so we can download them versus ordering? We are trying to save a couple trees.	PDF copies of letting documents are uploaded individually. Thumbnails of each plan are then created. It is unfortunately a lengthy process. Lately the size of the lettings have been larger than in past years. We apologize for the inconvenience.	2009-06-04 12:24:21
June 16 <sup>th</sup> 2009	003	There are discrepancies between the dimensions on the deck patch drawings and the tabs in 3 of the 4 bridges. Are the tab numbers correct or are the numbers on the drawings correct?	The Tab #s are correct.	2009-06-08 18:49:38
June 16 <sup>th</sup> 2009	010	How much Class 10 Excavation will the contractor need to supply? How much is available on the project?	Quantity includes Cut = 3,748 CY, Fill +30% = 8,436 CY and Contractor Furnished = 4,688 CY. No Payment for Overhaul will be allowed.	2009-06-15 17:08:22
June 16 <sup>th</sup> 2009	010	How many yds of dirt are needed from an off-site borrow.	Quantity includes Cut = 3,748 CY, Fill +30% = 8,436 CY and Contractor Furnished = 4,688 CY. No Payment for Overhaul will be allowed.	2009-06-15 17:09:28

June 16 <sup>th</sup> 2009	019	Item # 9 pavement scarification 293.3 sy. Is this under HMA overlay into concrete to allow 3" depth called for?	Yes, it is called for.	2009-06-10 09:48:50
June 16 <sup>th</sup> 2009	022	In the general notes, transverse tining of plastic concrete for the deck is not allowed. There is no bid item for longitudinal grooving. Is the grooving incidental to another bid item?	That paragraph in the plan was deleted by addendum16jun022.a01.	2009-06-15 11:44:35
June 16 <sup>th</sup> 2009	024	Regarding note 28, bearings cannot be fabricated until the deck is removed, survey made and shop drawings approved. There's no way a person could get the job done in 70 days.	The contracting authority requires the project to be complete by the end of the 2009 construction season. With weather taken into account there are only 70 working days available to accomplish this. If a contractor chooses to bid this project they should schedule enough labor to complete it within the contract period.	2009-06-11 15:10:35
June 16 <sup>th</sup> 2009	024	Let me rephrase the question: note 28 requires shop drawing approval before the bearings can be fabricated. The shop drawings must be submitted after the deck is removed. The day after the deck is removed is the day you need to install bearings. But you will have at least a 2 month time lag in this period to get the bearings made as required by note 28. Will working days be counted then?	Shop drawing review will be completed within one week of submittal. Article 1108.02, D provides the following: The Contractor will not be charged a working day when weather or other conditions beyond the control of the Contractor prevent work less than 1/2 of a working day. Field construction work may be occurring concurrently with the shop drawing review and bearing assembly fabrication. It is anticipated that work will include backwall removal, approach pavement removal, preparation of beam ends, installation of cover plates and shear studs, and decking of the center span.	2009-06-15 12:25:02
June 16 <sup>th</sup> 2009	101	Note 232-3B details incidental erosion control. The project contains erosion items. Should this be deleted?	The items detailed in note 232-3B are needed to tell the contractor how to seed, fertilize, and mulch the project.	2009-06-10 13:31:26
June 16 <sup>th</sup> 2009	101	The cross sections on plan sheets W.01 to W.15 include the note Replace Topsoil (TYP). Please explain the intent of this note and how it will be paid.	The intent of the topsoil note is to insure that topsoil materials end up at the surface between the sidewalk and street. This grading is included in Bid Items 8 and 9, per the estimate reference notes.	2009-06-11 11:14:50
June 16 <sup>th</sup> 2009	101	Item 12 is Combined Concrete Sidewalk and Retaining Wall. Is this a Type A wall or Type B wall(see RB-2 Road Standard).Plans do not give this information	This would be a Type A wall.	2009-06-15 15:33:25
June 16 <sup>th</sup> 2009	102	The quantity for Item 50-Modified subbase appears to be quite overstated. Please review this.	See addendum 16jun102.a01 for quantity change.	2009-06-08 11:04:34

June 16 <sup>th</sup> 2009	103	The proposal includes a field lab for each "section"--since this is one contract won't there only be one lab--thanks	Each paving project has an item for field lab. There is nothing wrong with that approach.	2009-06-01 11:00:42
June 16 <sup>th</sup> 2009	103	Presently the proposal does not include item(s) for construction survey--there is a huge amount of work to do--wouldn't it be better to have the contractor in control of the survey--thanks	That is a decision made by the District on a project by project basis. NHSX-020-3(91)--3H-13 does not have construction survey as a bid item. NHSX-020-3(103)--3H-13 does have construction survey as a bid item.	2009-06-01 10:58:39
June 16 <sup>th</sup> 2009	103	The east section of the project, paren 91, is the first series of items in the proposal--plan details (b.03) indicate modified subbase under ramp paving, but I cannot find any bid item for this work----thanks	See Addendum 16jun103.a01 for added item.	2009-06-10 17:29:50
June 16 <sup>th</sup> 2009	103	I had earlier asked a question about an item for modified under the ramps--there is also a typical that shows modified under most of the side roads---tab 100-24 on C.7 shows granular subbase on most of these--I haven't fully sorted out what is where, but modified should be the base on the ramps and side roads due to the nature of being able to more easlily construct these sections with the narrow shoulders by being able to back on the modified--please review the granular subbase quantity and add the modified as an item--thanks	See Addendum 16jun103.a01.	2009-06-10 17:28:09
June 16 <sup>th</sup> 2009	103	The qunatity of earth in the subgrade adjustments for correcting the pre graded rooftop to the flat slope is reflected in the earth shoulder construction item estimate reference info on both projects and addressed in note 214-1---these notes and quantites have been similarly included in past projects, and the quantity of excavation has been inlcuded in the class 10 also--would you please add this quantity of work to the class 10 quantity to insure that someone does not overlook the volume of work required--thanks	This project is bid correctly. We want to reflect that the trimmings can be used as Earth Shoulder fill as required for Earth Shoulder Construction, and we wanted to give a reasonable estimate of material available from trimming operations.	2009-06-10 17:29:10
June 16 <sup>th</sup> 2009	103	Project detail shows 1.00 Lump sum for construction survey and three projects included. In the plan sets only the portion of the project from 653+50-762+50 shows construction survey in the estimated quantities. Is that the only portion of the job where construction survey will be provided by the contractor?	That is a decision made by the District on a project by project basis. NHSX-020-3(91)--3H-13 does not have construction survey as a bid item. NHSX-020-3(103)--3H-13 does have construction survey as a bid item.	2009-06-08 11:32:51

June 16 <sup>th</sup> 2009	103	Project has an approxiamte start date of 4/5/10--if a contractor was to start work this fall, how does that affect the payment for cold weather protection--I ask this question because I have heard that in a simialr situation a contractor started work last fall on a job that had a start of this spring, and was not paid for cold weather protection performed last fall since they started before the contract date--please clarify--thanks	Article 2301.35 states "Payment will be limited to protection within the contract period." The Contracts Engineer and the Specifications Engineer have both agreed that any time after execution of the contract and before working days have run out would be considered within the contract period. Therefore any protection necessary during the 2009 construction season would be paid for per Article 2301.35. Also per Article 2301.35, "Protection necessary after November 15 will be paid for only when the work is authorized by the Engineer."	2009-06-10 17:54:08
June 16 <sup>th</sup> 2009	104	The Class 13 quantity appears to be short the Class 13 quantity in Tab 112-8. Is this correct?	See Addendum 16jun104.a01 Class 13 quantity change was changed.	2009-06-10 17:23:22
June 16 <sup>th</sup> 2009	113	There are plan notes for removal of existing pipe but no bid item as usual. Is this incidental or would you add a bid item for this.	Per 1104.06 of the Standard Specification. "The removal of pipe culverts will not be paid for directly but shall be considered as incidental work, and the cost of removal shall be considered to be included in the contract price for other items."	2009-06-05 16:15:58
June 16 <sup>th</sup> 2009	113	There is no bid item for subdrain outlets. Are they incidental or will there be a addendum issued.	See addendum 16jun113.a01	2009-06-05 16:17:01
June 16 <sup>th</sup> 2009	116	Traffic poles are indicated on N.01 and N.02. There's no data tables indicating mast arm sizes, signal/sign loadings or luminaire arm lengths and orientations.	See Addendum 16jun116.a01.	2009-06-10 17:26:22
June 16 <sup>th</sup> 2009	116	missing-No estimate of quantities for signals listed	See addendum 16jun116.a01	2009-06-10 17:25:33
June 16 <sup>th</sup> 2009	167	Proposal shows PD Finish, plans show PD Repair . . . no pay item for count or tons . . please review	See Addendum 16jun167.a01. The addendum changed the partial depth HMA finish patches by area to Partial depth repair patches and added the Tons bid item.	2009-06-11 09:08:55
June 16 <sup>th</sup> 2009	173	What is the replacement depth of the P.C.C. patches?	The existing pavement thickness is shown on sheet C.01 as 10". That will be the depth of the PCC full depth repair patches.	2009-06-03 16:30:17
June 16 <sup>th</sup> 2009	173	Are dowels required in patches that are less than 4' in length?	Patches less than 4' in length were changed to "no dowels" by addendum16jun173.a01.	2009-06-15 11:46:52
June 16 <sup>th</sup> 2009	176	Item 23 Detour Pavement 7,445 SY refers to Typical 112-8 where it says work completed prior to this project. What is SY for. Shows crossover tapers paid for as intermediate mix.	See addendum 16jun176.a01.	2009-06-10 17:24:28

June 16 <sup>th</sup> 2009	176	The plans show we are sharing crossovers with a project to the south of this job and it appears we are sharing crossovers with the bridge job in the middle of this job. Will these crossovers be available for us to use on this project this year?	The crossover in the middle of the project is intended to be constructed within one month as the precon is next week for the Bridge. The Bridge contractor would probably be using their cross over most of the summer. The South crossover is being constructed and should be available this spring. Any use of either of these will need to be coordinated with those contractors. There is staging on all of these projects that will need to be reviewed and worked out between the contractors.	2009-06-10 17:31:50
June 16 <sup>th</sup> 2009	176	IS THERE A CLASS 13 TAB AVAILABLE FOR THIS PROJECT?	See Addendum 16jun176.a01. The Class 13 quantity was changed and a Tab was added.	2009-06-12 11:15:29
June 16 <sup>th</sup> 2009	176	On Typical 2602 it shows the inside and outside shoulders material is located elsewhere on the plans (Typical 7137). In most plans the inside shoulder is show with the paving of the passing lane. Is the intention to have this done in a seprate operation or can it be done with main line paving as we normally do?	The inside shoulder is the same material as the mainline and could be paved at the same time. Specifications do not prevent this.	2009-06-12 11:17:13
June 16 <sup>th</sup> 2009	176	Is there going to be an addendum for the revised special backfill quantity of 2903 CY instead of the original quantity of 3215 CY?	No addendum will be written. Special backfill is measured in the field and you will be paid for the quantity placed. Bid the quantity shown in the proposal. If it is different in the field, an adjustment will be made then.	2009-06-15 11:00:23
June 16 <sup>th</sup> 2009	176	On page B-13 under typical 7115 Is the granular shoulder fillet going to be paid for,and if so under what item	This item is incidental to the HMA Paved Shoulder. See 2122.08 BASIS OF PAYMENT.	2009-06-15 16:12:35
June 16 <sup>th</sup> 2009	176	Typical 7145 page B.17 shows quantities for aggregate for paved shoulders. With conditions in field considerabe varied from design will quantity still be based as plans for tons per station? This is INCIDENTAL ITEM:	You should provide the quantity shown on the typical. If more is required, you will be paid more.	2009-06-15 16:46:21
June 16 <sup>th</sup> 2009	176	Aggregate for paved shoulders "incidental item" shows quantities for 4 ft width under ideal conditions. Is plan to hold to shown quantities or possibly increase with actual field conditions? Slope on present shoulder edges varies greatly, making it impossibe to establish realistic tonnage. Can it be assumed overrun from plan will be compensated?	The quantity should not vary greatly from the quantities shown on the typical. This item is incidental to the HMA Paved Shoulder. It is not paid for separately.	2009-06-15 17:54:44

June 16 <sup>th</sup> 2009	181	Is Plan Sheet Number C.5 under High Tension Cable Guardrail Note (A) describing placement of cable guardrail on a slope of 3:1? There are no cable guardrail suppliers approved on slopes steeper than 4:1 by the FHWA. Please verify placement criteria for the lengths subject to this note.	The cable installation is: 'FOR' high steep fill (greater than 3:1)... not 'ON' this steep slope. Also there is a note (B) that applies to these same installations telling bidders how to install them: "D(0) shall be located as far away from traffic as possible and have 2' of 10:1 slope (or flatter) area behind the new cable rail installation".	2009-06-10 17:21:29
June 16 <sup>th</sup> 2009	181	Where specifically is the class 10 excavation on the site and is it mostly fill req'd, not cut?	The Estimate Reference Information describes the Cut and fill locations.	2009-06-15 10:58:10
June 16 <sup>th</sup> 2009	182	What is the replacement depth of the P.C.C. patches?	See Addendum 16jun182.a01 Full-Depth Repair Patches will be 12.5" thick.	2009-06-10 17:27:11
June 16 <sup>th</sup> 2009	187	On page C.01 under "estimate Reference Information Item 1A" You have Item includes 3461 CY of fill for gabion retaining wall backfill. Where is the rest if the quantities give? Your referance of W.01-W.08 is just pictures of the cross sections with no quantities given.	The 6251 CY represents the total cut quantity for installation of the wall. After placement of granular fill, 3461 CY of the excavation quantity will be used as fill. The remainder is to be wasted off site.	2009-06-09 17:03:08
June 16 <sup>th</sup> 2009	318	There are 8 projects listed on the estimating proposal. There are only 7 plans. Where is the 8th? ER-380-6(260)20--06-57	Linn County Project # ER-380-6(260)20--06-57 is a plan attachment and found in the proposal right after the PROPOSAL SPECIAL PROVISIONS TEXT PAGE: 4.	2009-06-11 12:56:15
June 16 <sup>th</sup> 2009	318	Project ER-30-7(150)--28-57 doesn't say where the piers to be filled are located. Are any piers in the river channel?	None of the piers are in the river channel. It is not the intent of this project to place rip rap in the river. Only the voids around those piers that are accessible to equipment would be required to be filled.	2009-06-15 17:13:17
June 16 <sup>th</sup> 2009	325	TRAFFIC CONTROL NOTES STATE THAT SAFETY FENCE REQUIRES TENSION SUPPORT WIRES. THOUGHT THE WIRE USE WAS NO LONGER LEGAL	See addendum 16jun325.a01. This was removed by addendum.	2009-06-15 12:23:03
May 19 <sup>th</sup> 2009	001	Please clarify required bearing pad dimensions. The pads detailed at pier locations do not match requirements for H24-06 stds.	The bearing pad dimensions on V.03 and V.04 appear to match the dimensions shown on H24-41-06 dated December 2006.	2009-05-15 14:49:54
May 19 <sup>th</sup> 2009	002	The bid item CL 20 Excavation quantity is 2300 cy. The abutment excavation quantities detailed on sheet 5 total 1315 cy per abutment, 2630 cy total. Which is correct for the CL 20 excavation?	Addendum 19may002.a02 changes the Class 20 qty.	2009-05-15 15:08:20
May 19 <sup>th</sup> 2009	002	Does the bid item for 865 tons of rip rap include the "Estimated Quantities For Rip Rap Layer" as detailed on sheet 5 or is this 630 tons in addition to the bid item for rip rap?	The 630 tons of Revetment shown on sheet 5 of 13 is included in the 865 shown on sheet 3 of 15.	2009-05-15 14:51:11



May 19 <sup>th</sup> 2009	004	The General Notes indicate that excess CL 20 material suitable for backfilling is to be stockpiled at the site. Does this mean that the culvert contractor is to do no backfilling of the culvert?	The note says EXCESS Class 20 Material. Backfilling would be per standard specifications.	2009-05-14 12:43:27
May 19 <sup>th</sup> 2009	008	Will a road closure be allowed to set Steel TBR?	No. TC-211 and TC-212 are the road standards listed on C.01. They are for spot location lane closures.	2009-05-07 13:22:01
May 19 <sup>th</sup> 2009	102	Item 330-Removal of Pavement is not tabbed out. There is no reference to incidental sawing quantity, the removal location, the thickness of the existing pavement, or the standard tab as to the pavement's history including overlays. Please provide.	Please refer to addendum 19may102.a01.	2009-05-15 16:27:52
May 19 <sup>th</sup> 2009	102	This job has eight stages. How will any necessary temporary stage connections be paid? What material and thickness should be used?	The J sheets have a column "Temporary Aggregate Surfacing" and Note (3) states "Contractor to Furnish and place Temporary Granular Surfacing at locations ..." .Item No. 85 in the plan is the bid item for "Temporary Granular Surfacing". This item will be used as noted in the plans.	2009-05-07 13:23:29
May 19 <sup>th</sup> 2009	102	Plan Sheet U.19 gives details for the reinforced 6" sidewalk, 8" sidewalk, and 8" drives. It shows the steel requirements. It also states under note 3.- All driveways and sidewalks through driveways to have 4" of aggregate base. What aggregate should be used? How is it paid for?	Please refer to addendum 19may102.a01.	2009-05-15 16:28:48
May 19 <sup>th</sup> 2009	102	Sheet C.16 has note 232-3B that talks about incidental seeding. There are bid items for erosion control. Shouldn't note 232-3B be deleted?	Please refer to addendum 19may102.a01.	2009-05-15 16:29:55
May 19 <sup>th</sup> 2009	102	I asked a question about temporary stage connection. The temporary stage connections I was referring to were between the concrete paving stages. What pavement type and thickness should be used and how will it be paid?	"Temporary Pavement Patches between pavement stages or at the end of the construction season (in order that Highway 65 can be re-opened for the winter months) if required and authorized by the engineer will be paid for by an Extra Work Order/Change Order as "Standard/S-F PCC Pavement, Class C Class 3, 10" " and removal if required will be paid for as "Removal of Pavement".	2009-05-15 16:34:13
May 19 <sup>th</sup> 2009	102	Item 60- Bridge Approach, RK-19 does not include Tabulation 112-6. Can it be assumed that there are no incidentals to be included with this contract?	Please refer to addendum 19may102.a01. A new tab with the incidentals was added.	2009-05-15 16:37:44

May 19 <sup>th</sup> 2009	102	This project does not have an earth shoulder finish or earth shoulder construction item. Please add the appropriate item. If an earth shoulder finish item is added please verify that the quantity is included in the Class 10 item.	All pavement is Curb Gutter and all earthwork is addressed with Class 10 Excavation, topsoil, and urban seeding. Thus there are not any "earth shoulders". Again, the Class 10, Excavation and Borrow Quantity DOES include earthwork behind the curb.	2009-05-15 16:50:12
May 19 <sup>th</sup> 2009	102	This project does not contain a six inch sidewalk item where the dectable warnings are placed at the intersection corners. If the consultant engineer wants six inch concrete, as per industry standards, a bid item should be added. Please clarify.	Please refer to addendum 19may102.a01. Added a bid item for six inch sidewalk.	2009-05-15 16:51:30
May 19 <sup>th</sup> 2009	102	SHOULD THERE BE AN ITEM FOR SUBDRAIN OUTLETS?	Yes, Please refer to addendum 19may102.a01.	2009-05-15 16:52:52
May 19 <sup>th</sup> 2009	103	Sheet C.02 has a note under box 232-3B that states the seeding on this project is incidental. The project includes items for seeding. Should this note be deleted?	Addendum.19may103.a01 removed note 232-3B.	2009-05-12 16:22:54
May 19 <sup>th</sup> 2009	103	This project has a bid item for 175 CY of embankment-in-place. Please provide information on how this quantity was derived. Also, the project does not contain an earth shoulder finish item. Is the shoulder incidental or should an item be added?	Addendum.19may103.a01 added reference notes for the Embankment-in-place. There is no Earth Shoulder Finishing on this project.	2009-05-12 17:14:15
May 19 <sup>th</sup> 2009	103	Bid Item 80-6"sidewalk has 62.5 lf of incidental curb grinding as per tab 112-4 on sheet C.03. Isn't it the IDOT policy not to have incidental work items? Shouldn't this be a pay item?	The curb grinding is quantified on the tab and should be included in the cost as noted. The plan is clear and biddable as is.	2009-05-13 14:40:31
May 19 <sup>th</sup> 2009	103	This project has only been assigned 10 working days. This project can not be built in 10 working days. There is grading, pipe work, paving, cure time, posts and signs,painting,shouldering and seeding. Please review.	The Late Start Date and Working days were changed on addendum.19may103.a01	2009-05-12 16:23:53
May 19 <sup>th</sup> 2009	108	Please advise finish for traffic signal poles.	The finish would be per standard specifications Article 2525.06, "The poles and mast arms shall be galvanized inside and out according to ASTM A 123."	2009-05-08 17:35:49
May 19 <sup>th</sup> 2009	108	Class 10 plan quantity is based on the fill amount since it is largest--does it include shrink, and if so at what factor--also shouldn't the added cubic yards called as earth shldr fill be added to the plan quantity--thanks	Under Review	2009-05-11 15:16:34

May 19 <sup>th</sup> 2009	108	Does the contract require the contractor to furnish and install luminaires on the lighting poles? They are not included in the project quantities, but I know the County owns all of the other street lights in the area.	Yes there are luminaire listed in the Estimate of Traffic signal quantities and are to be placed on the Steel Mast arm poles as shown on N.06.	2009-05-15 16:07:21
May 19 <sup>th</sup> 2009	108	What is the required depth of the trench for the installation of the interconnect conduit from 64th St. to 80th St.?	Sheet N.06 shows the conduit in trench depth at 24 " minimum.	2009-05-15 15:49:55
May 19 <sup>th</sup> 2009	109	Poweshiek County trail project--proposal states no pre-determined wage, but there is a 5% DBE goal--is the goal correct and if so should there be Pre-D wage--I thought that only federal projects had goals--thanks	The proposal states "Federal Aid - Predetermined Wages Are Not In Effect". This is a Federal Aid project and as such it has a DBE goal assigned to it. However it is not on a system that requires Predetermined Wages so they are not in effect for this project.	2009-05-12 09:36:45
May 19 <sup>th</sup> 2009	109	The typical on B.01 shows a 1 foot thick special compactioun of subgrade--is the m and d in item 40 the pay item for this work?--the m and d qwunativity is about half of the 12" envelope ( 1 foot depth over the width and length of the trail plus 1' each side)but maybe the cut and fill balances have something to do with how this is caluclated--sorry i don't understand how the numbers are arrived at--also shouldn't there be an earth shoulder finish item since the cys for the shoulder are in the class 10--thanks	The bid item for Compaction w/moisture+density control is only for the fill areas. The typical that shows Special compaction of Subgrade for Recreational Trails should not have listed that for the entire project length. There is a separate bid item for " Special compaction of Subgrade for Recreational Trails" that was not included on this project. If " Special compaction of Subgrade for Recreational Trails" is required to be done it will have to be added by Extra Work Order/Change Order.	2009-05-15 15:26:20
May 19 <sup>th</sup> 2009	110	Why is the coarse aggregate limestone or Quartzite when there is a class 3 pit on the job.	This has been changed by addendum 19may110.a01.	2009-05-13 15:39:39
May 19 <sup>th</sup> 2009	110	Will centerline control and bench marks be furnished by the Contracting Authority?	Any necessary centerline control and bench marks will furnished by the contractor and be paid for under the bid item Construction Survey.	2009-05-15 17:40:05
May 19 <sup>th</sup> 2009	164	SHEET J.01 STAGING NOTES. TALKS ABOUT 28" TUBULAR MARKERS, CAN 42" CHANNELIZERS BE USED INSTED? IF NOT THEN HOW DO WE FIND OUT HOW MANY TUBES WILL BE NEEDED?	The plans specify the 28" tubular markers, that is what should be bid and provided. A contractor could submit a Value Engineering proposal but that may or may not be approved. The number of tubes required would depend on the length of the Construction Area the prime contractor requires. The spacing of the markers is shown in the staging notes on sheet J.01.	2009-05-07 13:24:30
May 19 <sup>th</sup> 2009	164	SHEET J.01 STAGING NOTES. USE OF FLAGGERS MAYBE NEEDED FOR CROSS TRAFFIC AT THE INTERSECTIONS. IS THIS PART OF THE ITEM #0290 10 DAYS OF FLAGGING OR WILL IT BE AN EXTRA?	Any Flaggers required to be used on the project for traffic control will be paid for under Item 0290 Flaggers.	2009-05-07 13:26:53

May 19 <sup>th</sup> 2009	309	Are the cross section data files available for this project?	Yes, these data files can be found in the Bid Express plan room. They appear under the "Also Available" section of the plansheets page. They are made available for the use and convenience of the contractor. In the event there are any differences between the electronic files and the written contract documents, the written documents will govern.	2009-05-15 09:27:35
May 19 <sup>th</sup> 2009	30A	Is the wire use in this project government wire or class 3 or regular farm field fence class 1	The Materials for field fence are shown in 4154.02 of the Standard Specifications as follows:'4154.02 FIELD FENCE. The fabric used in field fence shall meet requirements of ASTM A 116, Class 3 coating, or ASTM A 584. Fabric may be furnished in lengths greater than 20 rods (100 m). For Type 47 fence, the fabric design is ASTM Design Number 1047-6-11 grade 60 wire or 1047-6-12 1/2 grade 125 wire; and for Type 39 fence, the fabric design is ASTM Design Number 939-6-11 grade 60 wire or 939-6-12 1/2 grade 125 wire. When the type is not designated, one of the above 1047 fabrics shall be furnished. The steel rod used for splicing fence material shall be galvanized as determined by visual inspection.'	2009-05-08 17:38:13
May 19 <sup>th</sup> 2009	310	Are the cross section data files available for this project?	Yes, these data files can be found in the Bid Express plan room. They appear under the "Also Available" section of the plansheets page. They are made available for the use and convenience of the contractor. In the event there are any differences between the electronic files and the written contract documents, the written documents will govern.	2009-05-15 09:27:58
May 19 <sup>th</sup> 2009	312	Tab. 100-23 on page C.06 calls for Class E Revetment. There is no item for Class E Revetment. Also the Erosion Stone and Eng. Fabric Quantities are not included in the proposal quantities.Tab. SOIL-1 on page C.07 calls for Class D Rip Rap - no item for Class D Rip Rap.The plans show a pipe extension at Site T17 - no item for pipe.	Addendum 19may312.a01 addresses these issues.	2009-05-13 15:06:15

May 19 <sup>th</sup> 2009	355	Note #19 on plan sheet N.02 is not in agreement with State paint spec for finish paint over galvanizing. Since this note is not in the special provisions, does it take precedent over the State spec?	The items in the plan would take precedent over the Standard Specifications per Standard specification 1105.04.1105.04 CONFORMITY WITH AND COORDINATION OF THE CONTRACT DOCUMENTS. In case of a discrepancy between contents of the contract documents, the following items listed by descending order shall prevail:1. Addendum 2. Proposal Form 3. Special Provision 4. Plans 5. Standard Bridge Plans, Standard Culvert Plans, and Standard Road Plans. 6. Developmental Specifications 7. Supplemental Specifications 8. General Supplemental Specifications 9. Standard Specifications 10. Materials I.M.	2009-05-12 14:37:38
May 19 <sup>th</sup> 2009	501	Measurements for this project are based on a 50' height on the rock face and a 20' horizontal measurement back from the rock face on top of the bluff. There appears to be some areas where the rock face extends more than 50' above the roadway and there is a 15'-20' ditch area between the roadway and rock face that does not seem to be addressed. How will this be measured where the rock face extends more than 50' above the roadway? Is any measured quantity work to be done in the 15'-20' ditch area between the roadway and base of the rock face? Is any work anticipated where the top of the rock bluff is horizontally several hundred feet back from the roadway?	Sheet Number C.2 has a Tabulation of Clearing Calculations. These are the areas that are to have clearing. Any areas outside the areas shown that require clearing will have to be added by Extra Work Order/Change Order and are not currently part of this contract.	2009-05-14 16:11:10
April 28 <sup>th</sup> 2009	102	The Removal and Crushing of Pavment item requires that the BONDED PCC over ACC be removed and crushed seperatley. How is this done? Also the crushed PCC is required to meet Section 4121, which cannot contain any ACC material. What if the two materials do not seperate during the removal process?	The contractor must determine the best method of removing these items separately. You may have to remove most of the PCC first to meet 4120 and then crush the rest for the shoulders. I don't think there's anything to say the shoulder material can't have some PCC material in it. The notes also say to crush and place "in separate stockpiles as possible". I don't think material will be rejected for small amounts of the other material, but the contractor must make a reasonable attempt to keep the materials separate	2009-04-20 16:33:40
April 28 <sup>th</sup> 2009	102	The proposal and the plans call for 455 sy of 8" PCC Driveway, but on the sheet 5 tabulation they call for 5" Driveways and only 336 sy. Is there more driveways that are not listed in the plans?	Bid the item and quantity shown in the proposal. Any differences will be handled by change order.	2009-04-28 09:06:24

April 28 <sup>th</sup> 2009	105	We have three quantity questions.1) Item 10-Embankment-In Place. Using the estimate reference information the plan quantity should be 9,989 Cy. Since the plans do not have any grading information please review this.2) Item 30-Class 13 appears to be double the actual quantity.3) Item 40- 9" widening. Appears to be twice the actual quantity.	see Addendum 28apr105.a02.	2009-04-14 13:55:22
April 28 <sup>th</sup> 2009	106	Item 10-Granular Subbase is specified to use crushed concrete. Can you haul on the crushed concrete during the pouring operation?	Per specification 2111.07 "Hauling equipment and other traffic shall not be operated on the granular subbase material."	2009-04-14 11:06:16
April 28 <sup>th</sup> 2009	106	Shouldn't the base be specified as modified instead of granular to facilitate construction?	Please see the addendum issued this morning.	2009-04-24 15:03:26
April 28 <sup>th</sup> 2009	107	BID ITEM #12 LISTS ONLY A TC-252 ROAD CLOSURE STANDARD. IT DOES NOT SPEC. ANY TRAFFIC CONTROL FOR LOCAL ACCESS. ARE DELINEATORS NEEDED DOWN ONE OR BOTH SIDES?	No, delineators are not needed.	2009-04-27 13:53:56
April 28 <sup>th</sup> 2009	108	The general notes state that the contractor has to load excess crushed pcc into county trucks. Are we suppose to guess on how many trucks the county will provide and how long the haul will be? There is no way to know how long to figure loading trucks.	The county will work with the contractor so as not to delay the contractor's progress. The county has estimated a 4 mile one way haul distance and plans to provide 4 to 6 trucks for hauling excess material.	2009-04-24 16:06:18
April 28 <sup>th</sup> 2009	160	ITEM # 0240 CALLS FOR 30 CDAYS OF CHANGEABLE MESSAGE SIGNS. IS THAT 30 DAYS PER EACH? THE PLANS Call FOR TWO OF THE CMS's	Per DS-01072 "The furnishing, placing, operation, and maintenance of Portable Changeable Message Signs will be paid for per calendar day for each portable CMS that is required to be in a location to display potential messages to the traveling public."	2009-04-24 14:34:43
April 28 <sup>th</sup> 2009	166	Item 0110: What is the intent of this bid item? What is the casting number for the utility access?	See addendum 28apr166.a02. "The intent of this item is to pay for the replacement casting. The adjustment of the fixture is paid for under ItemNo. 9. Castings shall be Neenah R-1624 type C self-sealing lid, East Jordan 1045 type A Gasket seal covers,Deeter 1247 self-sealing lid."	2009-04-23 10:20:51
April 21 <sup>st</sup> 2009	004	Plan Sheet C.01 shows item 21 as a Temporary Stream Access. The Bidding Proposal does not contain this item. Will there be an addendum to add this item to the bidding proposal?	The item will not be bid. Per Section 2547.04 Temporary stream accesses shall be considered incidental to Mobilization.	2009-04-17 09:32:54
April 21 <sup>st</sup> 2009	009	Under the Bridge Floor Repair Class A notes, it states that it includes 4.0 SY of Class B repair. Is that a new policy to "hide" a bid item within a bid item?	This has been corrected by Addendum 21apr009.01.If class B repair is required it will be accomplished by an Change Order/EWO in the field as per Spec.	2009-04-17 13:18:31



April 21 <sup>st</sup> 2009	016	There is not an item for temp stream access. Will this be added by addendum?	Section 2547.04 says Temporary stream accesses shall be considered incidental to Mobilization.	2009-04-15 09:57:16
April 21 <sup>st</sup> 2009	016	Bid Item 0160 lists 85.2 CY of Class 22 Excavation. Should this actually be 85.2 CY of Class 20 Excavation for the two abutments to match the Total Estimated Quantities listed on Sheet V.01?	Addendum 21apr016.a02 changes this bid item to Class 20.	2009-04-16 15:48:55
April 21 <sup>st</sup> 2009	016	Bid Item 0290 lists 816 LF of concrete encasement and Bid Item 0300 lists 439 LF of prebored hole, both occurring at the piers according to the details shown on Sheet V.06. According to the bidding notes on V.06, the price bid for encasement will be full payment for the necessary excavation and for furnishing and placing all material. Is there a conflict here between the pier concrete encasements and pier prebored holes? Also, since the details show the pile being placed a minimum of 4' into sound rock, should there be a rock coring bid item for this, or is the rock coring incidental to the pier concrete encasements, or is the rock coring paid for as prebored holes?	Addendum 21apr016.a02 changes the "BIDDING NOTES" on sheet V.06, to 'Price Bid for encasement shall be full payment for furnishing and placing all material.' Sheet V.06 clearly defines the prebore quantity as boring below the ground surface to an elevation 4' into sound rock.	2009-04-16 15:47:59
April 21 <sup>st</sup> 2009	016	Can the pile splice (B-U4a) detailed on sheet V.06 occur above the existing ground line? Can the portion of the encasement that is in sound rock be circular instead of square? Can the portion of the encasement below grade (not visible) be circular instead of square?	Yes it can occur above ground line. Yes the encasement can be circular.	2009-04-20 17:11:30
April 21 <sup>st</sup> 2009	021	For the Bid Item Safety Grate, Type 4 Culvert. Please clarify what is to be replaced. It appears to be approx. half of the grate as detailed on sheet V.03 outlined with the straight dashed line. Is this correct?	Only the section 'A' is to be replaced, as per sheet B.1	2009-04-21 10:11:13
April 21 <sup>st</sup> 2009	102	Does the surveyor need to establish the CL profile of the road or is the CL profile on the grading plans good?	Per the county Engineer the CL profile should be good.	2009-04-14 12:09:42
April 21 <sup>st</sup> 2009	102	Will the engineer provide control points, benchmarks and a horizontal alignment? (Since they are absent from the plans)	Yes, the information will be available after the letting.	2009-04-14 12:14:56

April 21 <sup>st</sup> 2009	102	On plan sheet B.02 the detail of "Culvert Bedding and Backfill Detail" does not match the pay items required for it. On plan sheet C.06 "Cross Road Culvert Construction" Pay items are Flowable Mortar, Granular Backfill, Special Backfill Select Backfill. You should supply the correct detail in placing all those items.	This has been corrected by Addendum 21apr102.a02	2009-04-17 13:11:22
April 21 <sup>st</sup> 2009	103	Can longitudinal tining be used in lieu of the transverse grooving list under number 8 of the general notes?	The note reads shall be TRANSVERSE GROOVING. Transverse Grooving will be required on this project.	2009-04-13 12:28:43
April 21 <sup>st</sup> 2009	109	Typical 2211 on B.01 shows granular subbase under the pavement. There is not an item for granular subbase. Should there be?	There is no Granular Subbase required under the new pavement. Detail 2211 on B.01 has no S and D thickness noted on the Detail.	2009-04-14 09:32:31
April 21 <sup>st</sup> 2009	109	Detail 2211 on sheet B.01 shows excavation next to the existing pavement. Should there be a class 13 item to pay for this?	If Excavation Class 13 is required, it will be paid for by EWO/Change Order in the field.	2009-04-14 09:36:03
April 21 <sup>st</sup> 2009	119	Sheet C.06 Excavation CL 12 Grand Ave. Tab shows class 12 fill, is the intent to fill with class 12 excavated material or does class 12 leave site and get replaced with class 10? If so class 10 quantity needs to be increased?	The intention is that the Class 12 materials can be used as fill in embankment areas and in non critical areas such as beyond the toe of the slope from Sta 233+50 to Sta 234+50 This area is shown by the more widely spaced contours on Sheet E.01. This work would be completed as described in section 2102.03.	2009-04-17 09:28:07
April 21 <sup>st</sup> 2009	127	Item 40- Compaction w/moisture+ Density Control includes incidental fly ash stablization. Shouldn't there be additional items to pay for this work?	An addendum was written to add a fly ash bid item and special provisions for incorporating it.	2009-04-09 18:11:24
April 21 <sup>st</sup> 2009	129	This project has a sp that addresses slipform paving machine control--the pay item referred to in the SP is not present in the proposal--please add.	The bid item has been added by addendum.	2009-04-14 13:38:07
April 21 <sup>st</sup> 2009	129	On Item #11 in the Estimate Reference Information it states the tonnages for the milling, but the ton quantity appears to be wrong for the 0.5" millng. The quantity appears to be for 2" milling. What is the right information?	The tonnage for the 0.5" milling has been corrected by addendum.	2009-04-14 18:49:31

April 21 <sup>st</sup> 2009	129	SP-010391 involving slipform machine control applies to this project--the nature of the concrete paving is such with our equipment we would pave the mainline (items 220 and 230) with one machine, and use a different machine for the added turn lanes etc involved in pay items 130 and 140--can we presume that the machine control provisions would only apply to the mainline, or must all paving in items 130 and 140 also be covered by the SP--thank you	Per the special provision, the machine control paving would only apply to the mainline overlay pavement, which would not include full depth paving or turn lanes.	2009-04-14 15:06:57
April 21 <sup>st</sup> 2009	168	Item 60 is for 8 EF Joints, do not see FD Patch item by area and FD Patch by count to go along with EFs	Addendum 21apr168.a01 adds two bid items for Finish Patches and adjusts the repair patch quantities.	2009-04-17 11:43:08
April 21 <sup>st</sup> 2009	306	The item 1 "Clearing and Grubbing" states that the trees can not be removed until after 9/15/09 due to the Indiana Bat and that we are to work around them, is that correct?	Clearing and Grubbing still needs to be done in the areas marked in the plans. Only trees 9 in. or greater have the potential to be inhabited by the Indiana Bat. Any tree smaller than 9 in. should be removed in the areas noted in the U sheets.	2009-04-15 09:44:36
April 21 <sup>st</sup> 2009	306	The end areas for the Type B, C and CL10 along with the total adjusted CL10 seem to be wrong (many have the same end area) and the totals do not add up or match the bid form. Will they be correct by Monday?	This was corrected by Addendum 21apr306.a02	2009-04-20 16:35:51
April 21 <sup>st</sup> 2009	306	in regards to topsoiling, are you allowed to leave topsoil in fill area's with fill height greater than 5 feet? What is the maximum allowed erodible acres given at any one time? Why is the unsuitable type B and C not quantified as Class 13 for the project?	The issue does not appear to be one of topsoiling (replacing topsoil), but rather what needs to be done with existing sod where the fill heights are greater than 5 ft. At a minimum the Specs require removal of the vegetation (Section 2101). The issue does not appear to be one of topsoiling (replacing topsoil), but rather what needs to be done with existing sod where the fill heights are greater than 5 ft. At a minimum the Specs require removal of the vegetation (Section 2101).	2009-04-20 16:40:26
April 21 <sup>st</sup> 2009	306	What are the Maximum allowed erodible acres given at any one time? Why are the unsuitable type B and C not quantified as Class 13 for the project?	The conditions are in the Soil Erosion section 2602 of the Specs. and the limitations on erosion are also governed by State law. We do not normally bid Class 13 for unsuitable material that is removed by Class 10 methods.	2009-04-20 16:42:08
April 21 <sup>st</sup> 2009	306	Is the DOT allowing the use of 4' unpainted T posts for silt fence on this project.	No. Post shall be a minimum 5'-0" as per RC-17 dated 10-16-07 of the Standard Road Plans.	2009-04-21 08:59:56

April 21 <sup>st</sup> 2009	311	Bid item 10 has 92856 CY. The estimate reference information says "Quantity included 92856 CY cut". The cross sections show that the site is mostly cut. Where does the waste dirt go? Onsite or do we need to find a place for it offsite?	Per General Note K. on sheet C.01 – Contractor shall provide off-site waste areas or disposal sites for excess material	2009-04-14 12:53:56
April 21 <sup>st</sup> 2009	311	What is bid item #2 cover agg for and where does it go? Is the 1' of clean stone under the pipe as shown on B.01 incidental?	The aggregate cover quantity is for the granular blanket on detail TP-5 shown on B.01.	2009-04-17 09:24:46
April 21 <sup>st</sup> 2009	311	Is RR Protective insurance required on a spur line? I thought you had to be within 50 ft of a mainline track	Yes it is required. As noted on sheet C.01 “Contractor needs to coordinate access with Iowa Interstate. Tracks adjacent to work site are actively served.”	2009-04-17 09:31:03
April 21 <sup>st</sup> 2009	311	Regarding SP010390.05:is the interpretation of this provision that the state will only pay costs in excess of \$700/day and the flagger may need to be on site for the entire duration even when the contractor is working outside of the 25' zone?	The spur line that is in place is actively being used as note on the Railroad Data Sheet attached to the back of the Proposal. Any work or equipment around this line (spur line) or the main line may require a flagger per SP-010390.03 and SP-010390.05. The Contracting Authority will pay the Contractor for daily cost exceeding \$700 per day for the cost of flaggers. Contracting Authority for this project is the City of Altoona as noted on the front of the Proposal not the State of Iowa.	2009-04-17 11:55:50
April 21 <sup>st</sup> 2009	311	Regarding SP010390.05:is the interpretation of this provision that the state will only pay costs in excess of \$700/day?	The Contracting Authority will pay the Contractor for daily cost exceeding \$700 per day for the cost of flaggers. Contracting Authority for this project is the City of Altoona as noted on the front of the Proposal not the State of Iowa.	2009-04-17 09:56:46
April 21 <sup>st</sup> 2009	311	Regarding SP010390.05:is the interpretation of this provision that the contractor may be forced to hire flaggers for the entire duration of the project(no "piece meal")even when the contractor is eventually working in excess of the 25foot zone"?	The spur line that is in place is actively being used as note on the Railroad Data Sheet attached to the back of the Proposal. Any work or equipment around this line (spur line) or the main line may require a flagger per SP-010390.03 and SP-010390.05.	2009-04-17 11:56:33
April 21 <sup>st</sup> 2009	311	2nd request for this question:please clarify Sp-010390.05:"once RR flagger services are requested it is possible that they will be required for the duration of the project", ie not available in piecemeal fashion.This certainly cannot be required once we get 50 feet away from the tracks, correct?	Once you meet SP-010390.03 then Railroad flaggers shouldn't be required. But if the Railroad stays on site and all the requirements of SP-01039.03 are done then the Contracting Authority will pay for the flaggers, per SP-01039.05	2009-04-20 12:59:18

April 21 <sup>st</sup> 2009	311	please clarify Sp-010390.05:"once RR flagger services are requested it is possible that they will be required for the duration of the project", ie not available in piecemeal fashion.This certainly cannot be required once we get 50 feet away from the tracks, correct?	Any work that is being done under SP-010390.03 will require a flagger. If the Railroad needs to be at the site other then work being called out for in SP-010390.03 it will be paid for by the Contracting Authority, per SP-01039.05	2009-04-20 13:01:07
April 21 <sup>st</sup> 2009	311	Plans are not clear on exactly what is being removed on sheet D.01 on the west side of the building nor is there any detail on curb remove/replace.How are these items to be paid for?	If needed they will be done by Change Order/EWO	2009-04-20 12:03:56
April 21 <sup>st</sup> 2009	314	The detour item has alternate pavement types of 8.5" PCC vs. 10" HMA. Plan sheet U.03 shows a detail for the slotted drain location, approximately 1800 LF, that is 9" PCC and 12" HMA. Should the thickness data on this page be ignored?	Addendum 21apr314.a01 changes sheet U.03. See Addendum.	2009-04-17 11:41:35
April 21 <sup>st</sup> 2009	314	The RK-20 bridge approach is tabulated on sheet C.10, plate 112-6. Is incidental subdrain, subdrain outlets, porous backfill, Class A, modified subbase and polymer grid required? If these items are incidental please provide the tabulated quantities.	None of those items are tabulated therefore they will not be required. If they are required they will be paid for by extra work.	2009-04-17 11:44:12
April 21 <sup>st</sup> 2009	314	Could you please explain what makes up the 139,977 CY of class 10 Excavation. Looking at the T sheets the number I'm coming up with is well short of this. Thank You.	The Class 10 quantity has been changed in Addendum 21apr314.a01.	2009-04-17 09:47:02
April 21 <sup>st</sup> 2009	315	Are there burried tanks at the gas station site? Has there been an abestose abatement done on the building? Has there been any soil tests taken at the gas station site?	Since buried tanks were not mentioned in the notes, there are no buried tanks to be removed. Per tab. 110-10, the asbestos content of the building is unknown. The contractor will need to take necessary measures to test and have any asbestos containing materials removed per applicable laws. Not soil testing is available.	2009-04-20 11:17:52
April 21 <sup>st</sup> 2009	316	Will Addendum 21apr316.a02 be available to expedite?	Yes it will. Sometime today.	2009-04-03 16:46:06
April 21 <sup>st</sup> 2009	353	Are there any standards and specifications on this type of post? Is a concrete footing needed for the triangular slip base footings?	To answer the first question regarding specs for perforated square tube posts: There are no other specs than what is in the plan. And there are no concrete footings needed for the triangular slip base footings.	2009-04-20 16:30:29

April 21 <sup>st</sup> 2009	354	On bid order 354 356 in section 1.4.3 it calls for the schedule of unit prices that will be used for progress payments and adjusting for quantity differences. In section 4.1 it states to furnish install fiber network system and that it shall be measured as completed and paid as a lump sum item once all of the items have been installed, inspected, tested and accepted by the engineer. Is it the intent to bid this project as a lump sum or a unit priced contract if it is lump sum will there be progress payments or a one time payment?	This project will be bid on a lump sum basis per the proposal. The schedule of unit prices is required to be submitted within 20 calendar days following award of the contract and before commencing any work on the project. Per section 1109.05 of the IDOT spec book, progress payments will be made. Progress payments will be made as a percentage of the lump sum bid price. The amount paid will be determined by the work performed during the payment period and the respective unit prices associated with the work .	2009-04-14 11:02:38
April 21 <sup>st</sup> 2009	354	Does the Handhole Type I need to be a Round Box or will a 27 1/2" x 27 1/2" or larger Square Box Work?	From reading the detail on sheet U.11, it does not indicate if the 27 1/2" is a diameter or a side. It is up to the contractor to bid whichever they choose, a 27 1/2" round handhole or a 27 1/2" square handhole.	2009-04-16 10:17:10
April 21 <sup>st</sup> 2009	904	What expedite version should I be bidding with. I currently have IA 5.2b.	5.6c	2009-04-02 12:24:00
April 21 <sup>st</sup> 2009	904	How and where do I download the DBE list to download into expedite. I need to be able to pull vendors into my bid electronically.	Select the 'Lettings' tab and select the current letting. On the right side there is a dialog box 'Subscriber documents.' The file, DBE.BIN, is at the bottom of the list. Download the file into the folder where the EBS files are stored. The Expedite program will search for that file upon opening.	2009-04-17 12:28:02
March 31 <sup>st</sup> 2009	101	Should the special backfill be SY instead of Tons	Not for this plan .	2009-03-17 15:52:32
March 31 <sup>st</sup> 2009	101	When will the fillable version of DS-01123 be available?	The fillable version will be available on the Iowa Department of Transportation's website in the Specification Department section in a few days. All proposal holders for the March 31 letting were faxed a paper copy on March 17, 2009. In future lettings, a paper copy of the DS will be attached to the proposal.	2009-03-17 12:35:06
March 31 <sup>st</sup> 2009	101	Item 0050 PCC paved shoulder bid quantity is 229,341 SY, the estimate reference information and tab 112-9 on page C.18 both show 242,669 sy. Can you confirm which quantity is correct.	The tab. and quantity have been revised by addendum.	2009-03-25 09:09:19
March 31 <sup>st</sup> 2009	101	Typical 2618 shows milling and resurfacing through the bridge at Sta. 2411+26.5. Is this correct?	No, the bridges will be gapped. Quantities associated with this work will be adjusted in the field.	2009-03-25 09:10:15
March 31 <sup>st</sup> 2009	101	Plan sheet B.09 details the shoulder detour at Ia 175. What is the design thickness for this work?	An addendum was written that specified the detour pavement thickness for detail on B.09 as 8"	2009-03-24 17:38:09



March 31 <sup>st</sup> 2009	101	This project has a lot of time consuming lead work detailed on sheet J.01. Based on the bid quantities it looks to us that the contract period is 50 working days short. Would the IDOT at least consider making this an accelerated project so you could utilize more working hours?	With 230 working days over two construction seasons and free work on Saturdays per IDOT standard specifications, the IDOT does not want to include accelerated work schedule specifications on this contract.	2009-03-24 17:44:22
March 31 <sup>st</sup> 2009	101	Tab 102-5 on sheet C9 appears to detail that there is 3" and 4" asphalt in various locations under the existing concrete pavement. Is this true? Can you provide more detail so a contractor can tell how much material we are dealing with?	The 3" and 4" asphalt at various locations are spot overlays on top of the PCC pavement. No information is given on the areas and locations of these spot overlays.	2009-03-24 09:10:18
March 31 <sup>st</sup> 2009	101	Detail 2602 Modified on sheet B.o1 shows that there are existing concrete shoulders. The D sheets state that you should look at Standard Road Plan RH-27 and RH-30. These 1965 standards indicate that there are asphalt shoulders on the job.What is correct?	An addendum was written that changed the shoulders in Typical 2602 from PCC shoulders to 8" HMA shoulders with HMA resurfacing.	2009-03-24 17:39:34
March 31 <sup>st</sup> 2009	101	In general what is the existing subbase material type? (Sand, crushed rock, ATB, etc.) Also how thick was it placed? Do you have any recent core logs that you could provide?	The 'D' sheets give typical cross sections for the existing pavement. There is no recent pavement core information.	2009-03-24 09:12:58
March 31 <sup>st</sup> 2009	101	I have a question regarding the Tabulation of existing pavement (102-5)On plan sheet C.9. What is the ACC-var. locations line telling me? In area number #1 it is 3 inches and area #3 it is 4 inches. Is it varying thickness of Overlay? Is it Subbase thickness? Thank you.	The "ACC - VAR. LOCATIONS" is indicating that there are spot overlays throughout that section of pavement. In Harrison County the spot overlays are 3" and in Monona County, the spot overlays are 4".	2009-03-24 09:15:11
March 31 <sup>st</sup> 2009	101	On plan sheet C.4, line item #39 removal of pavement The last sentence states that material shall be disposed of as per note 213-1? I am assuming that all HMA and PCC pavement removed under this item can be used as special backfill. or granular subbase if processed per the standard specifications. Thank you	Removed pavement material can be re-used on the project per standard specifications. Material not used must be disposed of by the contractor.	2009-03-25 09:15:50
March 31 <sup>st</sup> 2009	101	It appears that the area between sta. 2226+18.68 and 2156+92.19 (6926') was not included in the pavement removal for the NBL or the SBL when looking at the tabulation for pavement removal (tab 110-1). The gap appears to be between the Little Sioux bridge and the drainage bridge. It seems that the excavation item and the special backfill items include this area. Thank you	The area in question was added by addendum.	2009-03-26 11:02:05

March 31 <sup>st</sup> 2009	101	Item 9 on estimate reference information under pavement scarification Includes 30,643 sq.yd for median crossovers adjustments. Where and many locations and how thick?	An addendum is being issued that clarifies this pavement scarification.	2009-03-27 12:13:29
March 31 <sup>st</sup> 2009	101	Pavement Scarification item has 5,112 SY for elevation adjustments on mainline, but I do not see any asphalt paving going back into this area. Is this correct? Will be a rough surface.	The plan is correct.	2009-03-27 12:18:35
March 31 <sup>st</sup> 2009	101	Pavement Scarification Item has 30,643 SY of Milling for median crossover adjustments. Are typicals coming for what you want for this item? If you need to add asphalt to this area then where is that quantity? If the concrete option is chosen how do you plan to add depth to this area? If you have to remove asphalt to get to the correct height then will there be enough depth to support traffic if you do not add material back, and if you need to add material back where is that quantity? If the concrete option is chosen and you have to remove material, do you still plan on pavement scarification or will it be pavement removal?	An addendum is being issued to clarify this pavement scarification.	2009-03-27 12:31:28
March 31 <sup>st</sup> 2009	101	The pavement removal item includes the removal of all the ramp crossovers, including the shoulder portion of the crossovers. Is it your intention to have these shoulders at these locations put in after all other work is done or at the same time they do the mainline? If done with the mainline then where is the quantity for patching at these locations since you will need to remove an area wider than gets paved back?	The shoulders in areas of ramp crossovers will need to be constructed after the ramp crossovers are removed.	2009-03-27 12:20:32
March 31 <sup>st</sup> 2009	101	In reviewing addendum #3 that was put out on Friday, I have a few questions. 1. Where is Quantity for the extra depth for the Detour Tapers, is this incidental? 2. You have milling these tapers out, but will have rough surface, is that the intention. If not where is the Quantity for paving to make these smooth? Are we suppose to mill these areas 2" deeper to allow for the overlay, and where is that quantity?	Detour pavement is measured and paid for by the square yard, so there is no extra quantity for increased depth. The median crossovers are to be milled as shown, with no resurfacing.	2009-03-30 09:58:01

March 31 <sup>st</sup> 2009	101	questions about construction survey. has the centerline control been recovered and verified? same question about bench marks. distances between CL control points will likely not match plan stationing, are we to re-station the entire project or assign equations? will superelevated curves pivot at median centerline per earlier spec or around inside edge?	The contractor will need to start with the As-Built plan sets provided in the bidding documents. No bench marks, survey points, control point, etc., have been verified in the field. The contractor will need to re-establish these points. The contractor will be required to re-station the project. This re-stationing should begin with the BOP station and include any current station equations shown in the plan set. Upon completion the contractor will be required to provide the District office and our Iowa DOT Survey office with the final As-Built Survey documents. All the information needed to develop superelevated curves has been included on the D-sheets.	2009-03-30 13:48:46
March 31 <sup>st</sup> 2009	151	Why has the mix gone up to 100M ESAL? Last year's job just east of this and closer to Des Moines was a 30M ESAL mix. Cass also had a 30M ESAL not too far to the west.	The design for this plan is 100,000,000 ESAL mix due to the traffic.	2009-03-23 14:44:19
March 31 <sup>st</sup> 2009	151	The offset for the high tension cable is two feet off of edge of pavement or traffic lane, is that correct? Or will it be two feet off the paved shoulder?	The existing cable guardrail is 2' off the edge of shoulder. This is to be replaced by the new high tension guardrail in the same location.	2009-03-27 12:16:07
March 31 <sup>st</sup> 2009	154	When will the fillable version of DS-01123 be available?	The fillable version will be available on the Iowa Department of Transportation's website in the Specification Department section in a few days. All proposal holders for the March 31 letting were faxed a paper copy on March 17, 2009. In future lettings, a paper copy of the DS will be attached to the proposal.	2009-03-17 12:35:17
March 31 <sup>st</sup> 2009	162	Item 0180 is Temporary Crash Cushions, but they are marked as Severe Use in Tab 108-30 on page C.5. Should these be Sand Barrels or SU attenuators?	These are Severe Use.	2009-03-26 12:07:17
March 31 <sup>st</sup> 2009	165	Item No. 31 Remove Of Pavement is not correct per Tab 110-1 on sheet c.5.	see Addendum 31MAR165.A01.	2009-03-24 17:40:49
March 31 <sup>st</sup> 2009	165	When will the fillable version of DS-01123 be available?	The fillable version will be available on the Iowa Department of Transportation's website in the Specification Department section in a few days. All proposal holders for the March 31 letting were faxed a paper copy on March 17, 2009. In future lettings, a paper copy of the DS will be attached to the proposal.	2009-03-17 12:35:33

March 31 <sup>st</sup> 2009	165	For Item 0390 Temporary Barrier Rail, Concrete, typical 8210 on page B.6 shows several locations required to be anchored, and no locations shown as anchored in tab 108-33 on page C.8. It does not appear that there is a drop off at any of these locations, is anchoring really necessary?	Yes the temporary barrier rail will need to be anchored as noted on B.6.	2009-03-30 09:59:05
March 17 <sup>th</sup> 2009	002	Are the light poles and fixtures provided by the owner? If not could we get information detailing what type of pole and fixture is desired. The plans do not contain any information detailing the information on the poles and fixtures desired	This has been corrected by Addendum 17mar002.a01	2009-03-13 12:38:25
March 17 <sup>th</sup> 2009	005	For item number 17 "Temporary Stream Access" if the contractor chooses to construct an earth fill causeway do we have to follow the R-16 Standard for all areas in the river bottom (from about piers 4 to 21) including the areas where there are existing sand bars....or at the sand bars locations can we just build up the existing grade as we need to without following the RL-16 standard?	Per Specification 2547 "Unless indicated otherwise in the contract documents, the Contracting Authority will obtain approval for temporary stream crossings, constructed in accordance with Standard Road Plan RL-16 or as shown in the contract documents, in the Section 404 permit. The Contractor shall obtain a Section 404 permit for temporary stream crossings not to be constructed in accordance with RL-16 or the contract documents."	2009-03-11 13:56:03
March 17 <sup>th</sup> 2009	005	Is the site/existing abutments to be accessed via a temp haul road off HWY 210?	No.	2009-03-16 10:25:16
March 17 <sup>th</sup> 2009	006	SHEET J.02 OF THE PLANS SHOWS A DETOUR PLAN. WHO WILL FURNISH INSTALL THE DETOUR?	The Contractor will place the detour as per the Traffic Control tab. 108-23, note #2 on sheet Number J.01. "All traffic control devices, including the detour signing shown on sheets J.02 AND J.03, shall be furnished, erected, maintained, and removed by the CONTRACTOR."	2009-03-13 12:45:41
March 17 <sup>th</sup> 2009	006	Will the DOT provide the detour signs to be put up by the traffic control sub on this project?	NO the DOT will not provide the signs. As per sheet J.01 – Traffic Control Plan note #2 "All traffic control devices, including the detour signing shown on sheets J.02 and J.03, shall be furnished, erected, maintained, and removed by the contractor." Sheets J.02 and J.03 shows a tabulation of the detour signs	2009-03-17 09:25:20
March 17 <sup>th</sup> 2009	008	In the "Estimate Reference Information" Item 2 it states that borrow material shall not be hauled across the newly constructed bridge. Why? If legal limit loads were hauled why wouldn't that be possible?	The owner does not want the new bridge used for hauling under this contract. No hauling of borrow material will be allowed across the bridge.	2009-03-13 12:37:27

March 17 <sup>th</sup> 2009	008	Item 3 under "Estimate Refrance Information" States that there is aproximately 18,415 CY of sandbar removal. Is there a cross section available on how this quantity was figured? How will this quantity be paid? You are excavating in the river, it will be hard to measure.	There is no cross section available for the sandbars at this time. The quantity will be paid for under Excavation, Class 10, channel bid item. This work will be paid per the CY of material removed from the stream.	2009-03-13 12:34:40
March 17 <sup>th</sup> 2009	009	The detour pipes as shown on the plans are too close to the new culvert outlet end wings to allow for water diversion through the pipes. Can the detour be moved to the south or the pipes moved to the east to allow the stream to be diverted into the detour pipes as intended?	There is a note on sheet number F.1 and F.2 "Contractor may adjust the location of the detour pipes to better accomodate stream diversion subject to the approval of the Engineer"	2009-03-13 16:50:47
March 17 <sup>th</sup> 2009	102	Item 0360 - Can cast in place light bases be used instead of pre manufactured bases?	The bases are required to be precast per plan sheet P.04.	2009-03-11 09:36:54
March 17 <sup>th</sup> 2009	102	Item 0390 hand holes There are seven new hand holes and 12 replacement hand holes. How will the replacement hand holes be paid for since the item is for 7? Souldn't the replace handholes be paid as a hand hole?	An addendum was written to correct the Handhole and Junction Box quantity. The correct quantity is 18 (6 new and 12 replace).	2009-03-12 09:28:11
March 17 <sup>th</sup> 2009	102	How will item 0370 electrical circuits be paid? The item is for 3000' but there is over 4,000'of new conduit and wire plus existing conduit that has new wire reinstalled in them.	Electrical Circuits is paid on plan quantity per IDOT standard specifications. The price bid should include all Electrical Circuit work as shown in the plan.	2009-03-13 12:36:11
March 17 <sup>th</sup> 2009	102	Item 0930 is an incentive/disincentive item for Zero band smoothness.The estimate reference information for this item states that smoothness shall not apply.Shouldn't this item be deleted?	The bid item for smoothness incentive/disincentive has been deleted by addendum. The bid item for thickness incentive/disincentive remains.	2009-03-13 12:33:35
March 17 <sup>th</sup> 2009	103	No item or reference for Cl 13 excavation for widening, for the HMA base widening on Hwy 34 ramp A	This area was included in the Class 10 cut quantities. This area is shown in the cross-sections.	2009-03-11 13:00:05
March 17 <sup>th</sup> 2009	103	The pavement removal tabs on C.6 show 4" of Asphalt Treated Base. Is ATB included in the Class 10 Waste Quantity or is it to be included with the Pavement Removal Item?	This material was included in the Class 10, waste bid item	2009-03-06 09:39:18
March 17 <sup>th</sup> 2009	103	Csn you provide a typical section of the existing 8" PCC slab? I am interested in what the old base material is. I am also assuming the original shoulder was a 4" ATB. before the HMA overlay.	The original plans show the base as extending 4 inches outside the 24 ft roadway. The base for the SBL is identified as: 4" Nominal - Class I Asphalt Treated Base, Design Wt. 145 lbs/cu. ft. The shoulders are shown as 8-inch Uniform Thickness Asphalt Treated Base	2009-03-13 15:04:05

March 17 <sup>th</sup> 2009	103	Can the Asphalt Treated Base be used as special backfill?	The Asphalt Treated Base may be used as Special Backfill if it meets the Specifications criteria.	2009-03-13 12:32:22
March 17 <sup>th</sup> 2009	105	DOES THE DOT HAVE A PLANNED LOCATION FOR STOCKPILING AND CRUSHING THE CONCETE. IF YES WHERE IS THE LOCATION.	The contractor will need to find a location for stockpiling and crushing the concrete.	2009-03-09 09:49:11
March 17 <sup>th</sup> 2009	105	Estimate ref info for the 7" pcc paving for this project (sheet 2 item 5) indicates macro texture as transverse gooving--is longitudinal acceptable as most of the industries machines have been changed to that mode--thanks	The plan specifies transverse grooving, so that is what is required.	2009-03-10 11:18:29
March 17 <sup>th</sup> 2009	109	This job is a pcc overlay with an effective panel size of about 5 feet square--both sawed longitudinal and transverse joints are spoeified as 1/8" nominal width by 2" nominal depth--the standard does not require sealing the longitudinal joint--we assume since the transverse joint has the same geometry and the related constructability issue of sealing an 1/8" wide joint that we will not seal the transverse joint either--thank you	An addendum has been issued to clarify that per 2310 of the IDOT specifications, no cleaning or sealing of the joints on the PCC overlay will be required.	2009-03-04 15:48:34
March 17 <sup>th</sup> 2009	111	In the estimate reference information for bid item 3 it states that compaction w/moisture + density control is required under the curb and gutter sections + 2' along 6th Ave while the drawings on page B.01 require MD under all pavement. Which is correct?	Special Compaction of the areas under the PCC trail are covered under bid item 12, Special Compaction of Subgrade for Recreational Trail.	2009-03-02 12:35:00
March 17 <sup>th</sup> 2009	152	Is the cable guardrail length incidental to the w-beam.	This has been corrected by addendum 17mar152.a01.	2009-03-13 12:39:24
March 17 <sup>th</sup> 2009	156	The Decatur project lett Apr. '07 that ties into the south end of this project only required 300K ESAL mixes with no friction requirements. When this project originally came out for bid in Sept. '06 it only required 300K ESAL no friction at that time also. Why does this project require 1M ESAL L-4 this time? Locally available aggregate sources are limited and do not produce L-4 material. Is that necessary for such a low volume road?	See ADDENDUM.17MAR156.A01.	2009-03-09 12:18:50
March 17 <sup>th</sup> 2009	172	Subdrain length and outlet quantities in the proposal and estimated quantities do not match the quantities that are tabbed out.	See ADDENDUM.17MAR172.A01.	2009-03-09 12:16:48



March 17 <sup>th</sup> 2009	172	Asphalt binder has almost always used PG 64-22 not 58-28 in the souther portion of Iowa. A similar project BO 156 Decatur includes PG 64-22. Besides PG 58-28 have been costing about \$15/ton more.	See ADDENDUM.17MAR172.A01.	2009-03-09 12:18:12
March 17 <sup>th</sup> 2009	172	How can you be planning on placing full-depth PCC patches in a area with CIP recycling? These need to be full-depth HMA patches.	See ADDENDUM.17MAR172.A01.	2009-03-09 12:17:37
March 17 <sup>th</sup> 2009	172	There is a discrepancy in stationing of paved shoulder NB vs the stationing for the guardrail tab, project (17), therefore creating an error in the paved shoulder quantity. Or a decimal point was left off. 384.7 sy not 3,847 sy	See ADDENDUM.17MAR172.A01.	2009-03-09 12:19:46
March 17 <sup>th</sup> 2009	303	For the clearing and grubbing bid item it states that the trees south of I-80 will be cleared under another contract. What is the other contract for this areas clearing and grubbing?	The trees south of I-80 will be cut down by others. This work is not part of this contract.	2009-02-27 11:14:14
March 17 <sup>th</sup> 2009	303	On bo #303, the clearing and grubbing states that the contractor is not responsible for cutting the trees on the south side of I-80. Does this mean the trees will be left on the ground and the contractor has to dispose of them or will they already be disposed of when the project starts. Also will the root balls be removed as part of the "different contract"	Clearing and Grubbing. "Trees south of Interstate 80 will be cut under a different contract (this is noted in the plans). The trees will be cut approximately 18 inches above the ground and left in place. The Clearing and Grubbing on this contract for the south side of I-80 will include the Grubbing in the area were the trees have been fallen, witch will be the removal of the root balls, stumps, and all trees that are on the ground and any other work that is required under the Grubbing."	2009-03-11 13:01:15
March 17 <sup>th</sup> 2009	303	The granular material for Item #5 shall meet the requirements of Gradation No.36. The Spec Book only covers through No. 34. Please clarify specs of No. 36.	This has been corrected by Addendum 17mar303.a01.	2009-03-13 14:28:38
March 17 <sup>th</sup> 2009	303	Is bid item 0380 to include any electrical curcuits or is it for fixture only? If so where is the service point?	This has been corrected by Addendum 17mar303.0a1	2009-03-13 14:26:56
March 17 <sup>th</sup> 2009	303	Item #18 600MM UNCL RDWY PIPE QTY isn't listed on TAB 104-3. There are also 14 unaccounted for 600MM	I believe this question is intended for B.O. 306 (metric project) and these items were deleted from that project on Addendum 17mar306.a01.	2009-03-13 12:40:57
March 17 <sup>th</sup> 2009	303	Item #18 600MM UNCL RDWY PIPE QTY isn't listed on TAB 104-3. There are also 14 unaccounted for 600MM APRONS?	I believe this question is intended for B.O. 306 (metric project) and these items were deleted from that project on Addendum 17mar306.a01.	2009-03-13 12:44:00

March 17 <sup>th</sup> 2009	303	Has an asbestos survey been performed on the demo properties? I'm not sure if the dashes in the column on the tab mean there is none present or if has not been surveyed. If asbestos is found, will this be handled as an extra work order or removal by separate contract?	This work will be taken care of by the Contracting Authority (City of Waukee). If it is required, it will be paid for by EWO/Change Order.	2009-03-13 14:57:18
March 17 <sup>th</sup> 2009	304	Item 0650 is for Watermain Removal. Will the line be placed out of service and capped by others? Or is it already abandoned?	You should assume it is ready to be removed since there are no notes specifying otherwise.	2009-03-13 12:42:25
March 17 <sup>th</sup> 2009	306	Are there any boring logs or a geotech report that would give any soils information? I realize there is some information in the sections, but mainly where the drainage structures are and not in the roadway cuts.	The only soil information is on already the Cross sections.	2009-03-11 13:02:19
March 17 <sup>th</sup> 2009	306	Bid quantity on the proposal for Class 10 is 184,818 cubic meters. On Sheet T.4 it shows a total of 225,631 cubic meters of cut?	See Addendum 17mar306.a01.	2009-03-12 17:25:38
March 17 <sup>th</sup> 2009	306	In the estimate Reference Information for Bid Item 3 it says that Loess Soils should not be used for topsoil. Would it be permissible to strip the top foot of current topsoil on the project, and replace this after grading, as a substitute for furnishing topsoil, as this material must be stripped and wasted otherwise.	Loess Soil can not be used for topsoil.	2009-03-12 15:14:38
March 17 <sup>th</sup> 2009	306	Follow up: Is the current topsoil, currently supporting vegetative growth, within the corridor of the project considered Loess Soil?	The bid item for topsoil is a Furnish and Spread item. It is not anticipated that any of the excavation on this project can be used as topsoil.	2009-03-13 16:52:33
March 17 <sup>th</sup> 2009	353	TRAFFIC CONTROL NOTES SAY NO TRAFFIC RESTRICTIONS 7-9 AM 3:30 TO 5:30 PM MON. THRU FRI. ON HWY 69. THE PLANS SHOW A ROAD CLOSURE W/ A DETOUR. DOES THIS MEAN OPEN AN CLOSE THE ROAD EACH DAY OR CAN IT BE CLOSED FOR CONSTRUCTION AND THEN RESTRICTED FOR PAVEMENT MARKINGS AND SIGNALIZATION?	The time restriction would only apply when the Detour is no longer in place.	2009-03-11 12:58:37
March 17 <sup>th</sup> 2009	All	Where are the bidder for March 17th. They seem to have disappeared. I have been trying to bring them up but when I click on March 17 the next page says data unavailable	Maintenance was being done on the system on 3/12 and the information is now available.	2009-03-13 14:55:24

February 17 <sup>th</sup> 2009	002	Is the tabulation for the bridge approaches on sheet C.6 correct. The quantities don't add up to the bid item.	This has been corrected by Addendum 17feb002.a01	2009-02-12 12:36:09
February 17 <sup>th</sup> 2009	002	Are bid items 0100 and 0290 for temporary shoring the same item. If not, where is the second temp shoring required?	There is shoring required on both the bridge and roadway sections. There is temporary shoring in the roadway plans for retaining the fill at the bridge approach sections that are constructed half at a time. The sheets are W.31-35, and W.42-43.	2009-02-12 12:38:00
February 17 <sup>th</sup> 2009	003	Plan sheet 8 requires cutting and splicing of the existing abutment plates and it is to be performed at a certified shop per the specifications. Are the certified shops provided in IM 557? If so, which appendix is to be used, and what classification in that appendix does this work fall under?	A listing of certified shops for this work is contained in IM 557, Appendix A. This appendix is for work classified as STRUCTURAL STEEL BRIDGE MAIN MEMBERS,CROSS FRAMES AND DIAPHRAMS.	2009-02-10 11:05:43
February 17 <sup>th</sup> 2009	004	PLANS CALL FOR A DETOUR. WHO IS TO DO THE DETOUR? THERE IS NO DETOUR ROUTE GIVEN IN THE PLANS.	The contracting authority will provide a detour.	2009-02-11 16:05:55
February 17 <sup>th</sup> 2009	007	Item 0810 is for SU temp. crash cushions, 11 ea. Tab 108-30 on page C.13 shows a winter shutdown placement on US 34, but gives sand barrel details, and sand barrels are also called out in the staging notes on page J.01. Should these be paid for as SU crash cushions or sand barrel arrays?	The intent is that all of the SU temp. crash cushions listed in Tab 108-30 on Sheet C.13 are to be RE-85 sand barrel arrays	2009-02-09 14:43:08
February 17 <sup>th</sup> 2009	007	Item 0290 is 6 inch HMA paved shoulder. How can you have locations tabbed for 8 inch and 11 inch HMA shoulders in table 112-9? The total tabbed quantity of HMA paved shoulder from table 112-9 is 2,293.4 SY, yet the bid item is for 2,982.4 SY. Where does this extra area come from?	Quantity changes have been corrected by Addendum 17feb007.a03 The 11" shoulders are PCC and are covered by items 8 and 10. If an 8" HMA Shoulder bid item is needed it will be added by EWO/CHANGE ORDER out in the field.	2009-02-16 10:46:37
February 17 <sup>th</sup> 2009	008	Is there information in the plans or in the bid proposal that outlines how much of this project is in Iowa and how much in Illinois?	No there is not. I'm not sure how that would be relevant. Wages shall be paid per ILPW-0902 on all work done on this project.	2009-02-11 09:08:58

February 17 <sup>th</sup> 2009	009	The front sheet of the plans calls out bridge standards with a 12-07 revision and directs contractors to the DOT bridge design website for standards. The bridge design website offers the standards with a 12-08 revision. The 12-08 revision appears to differ greatly with respect to the paving notch. Can you make the 12-07 standards available or are the 12-08 standards to be used?	The Bridge Standards for 12-07 can be located at the link noted below. The 12-07 standards should be used.	2009-02-09 15:32:25
February 17 <sup>th</sup> 2009	012	The General Notes for BRS-Co55(124)--60-55 indicate that the contractor should be prepared to jet the pier piling. If required will jetting be paid pursuant to Article 2501.21 M and 1109.03 B or is the note intended to make jetting incidental to the piling bid item?	Jetting is to be paid for as extra work, per the specifications 1109.03 B	2009-02-09 14:45:27
February 17 <sup>th</sup> 2009	012	The General Notes state that PCC from the existing bridge can be used as rip rap but if that is done the contractor will not be paid for placement. There is a bid item for placement only of CL D rip rap. Article 4130.04 says that broken concrete meets the requirements for Class D rip rap. Why would a contractor not be paid for placing material allowed by the specification and required by a bid item?	If the contractor chooses to use the PCC Rip-Rap from the bridge, the cost of placement will be included in the price bid for Removal of Existing Bridge as stated in the General Notes.	2009-02-09 14:47:42
February 17 <sup>th</sup> 2009	015	Bid item #4 shows qty of 405 tons, but reference in plans specifies 135 tons of gradation 12A, and 135 tons of gradation 11. What is the correct qty for this item?	There has been an addendum issued regarding this question.	2009-02-13 12:38:06
February 17 <sup>th</sup> 2009	019	Since this is an Interstate project shouldn't there be a bid item for longitudinal grooving of the bridge deck?	Addendum 17feb019.a01 has been written to add a bid item for Longitudinal Grooving.	2009-02-11 12:23:05
February 17 <sup>th</sup> 2009	021	The reference note for the Excavate Dewater bid item references article 2405. Does this mean that the seal courses will be paid for as extra work pursuant to article 1109.03 or are the costs of the seal courses to be incidental to the Excavate Dewater bid item with no additional payment made?	The cost for the seal course shall be included in the price for excavate and dewater bid item per specification 2405.14 "When the contract includes an item for Excavate and Dewater, payment will be made at the contract lump sum price each for Excavate and Dewater. This payment will be full compensation for all Class 20 and Class 21 excavation, cofferdams and tremie concrete seals, if used, costs of other procedures required to dewater the excavations, pumping, bailing and drainage, and all materials, work, labor, and equipment required to place the footings and piers in the dry, including the cost of furnishing design computations and drawings. "	2009-02-06 17:26:45

February 17 <sup>th</sup> 2009	024	The Reference Information note on plan sheet C.1 for bid item 3 Excavation, CL 10 Roadway Borrow says the contractor shall furnish 927 cu. m of offsite dirt. The unit of measure for this bid item is cubic yards. Should we assume the note was meant to say the offsite borrow quantity is to be 927 cubic yards?	This project is a English project and the correct quantity should be 927 cubic yards.	2009-02-05 09:51:52
February 17 <sup>th</sup> 2009	027	Item 0270 Bridge Approach, RK-25 shows a quantity of 737 SY, but the tab (112-6 on page C.09) adds up to 884.7 SY. Which one of these is correct?	The bridge approach and PCC paving quantities have been revised by addendum.	2009-02-13 14:40:08
February 17 <sup>th</sup> 2009	102	Shouldn't this project have an earth shoulder construction or earth shoulder finish item?	There are no bid items for Earth Shoulder Construction or Earth Shoulder Finishing on this project. If any Earth Shoulder Finishing is required it will be paid for by EWO/change order. The placement of fill material is paid for under Excavation, Class 10, Roadway and Borrow.	2009-02-04 13:40:32
February 17 <sup>th</sup> 2009	102	Is granular backfill required for the 78" pipe(trench installation{H.4'}, RF-30A) and if so, is it incidental to the pipe.	Per RF-30A and Standard Specs. granular backfill is required for the 78" pipe installation. Granular Backfill bid item will be added out in the field by Change Order/EWO.	2009-02-13 14:42:28
February 17 <sup>th</sup> 2009	104	The proposal special provision list references two Supplemental Specifications that were not attached to the proposal document and are not available for download on Bid Express. They are SS-01017 SS-01045. Are these two applicable, and if so, where can we access them?	These Supplemental Specifications are available at <a href="http://www.erl.dot.state.ia.us/">http://www.erl.dot.state.ia.us/</a> Under the Start Here drop down you can select the current Effective date (for this letting the date would be October 21, 2008) and select Supplemental Specifications. Yes these specifications apply to this proposal.	2009-02-16 12:55:27
February 17 <sup>th</sup> 2009	106	Excavation CL-10 item has a bid quantity of 15,861 cy. The cross sections appear to add up to 3879 cy fill and 3978 cy cut. There are no notes for this item. Further details are needed.	Cross sections for the project were created every 25', but cross sections shown in the plan are only every 100', so the fill and cut volumes shown on the cross sections are not representative of the total. We have done an addendum to add earthwork volumes and clarify the bid item.	2009-02-11 10:24:27

February 17 <sup>th</sup> 2009	107	B.O. 107 is a ten item concrete overlay project. Eight of the items will be performed by the concrete paver, an asphalt paver, or pavement painting sub. This leaves only two items, granular shoulders and traffic control, to sub to a DBE. Should there be a 2.5% goal on this project? How can a contractor be expected to attain the goal?	Besides the two opportunities you mention for sub-contracting, there is always trucking available to subcontract. The prime contractor is required to make a Good Faith Effort to meet the goal. Please refer to section 1102.17.D.3 of the I.D.O.T. spec. book. Prime contractors are encouraged to list all DBE's contacted on the DBE Commitment Form that is included with their bid, even if the DBE is not going to be used on the project. Please refer to section 1102.17.D.3.d for more information regarding Administrative Reconsideration of Project Specific Good Faith Effort.	2009-02-05 14:04:20
February 17 <sup>th</sup> 2009	110	Item 20-Class 10 has a quantity of 1,373 CY. Item 30-Class 10 waste has a quantity of 8,447 CY. These two items do not agree with the cut amount shown on sheets T.01-T.03. Please explain how these items should be bid as compared to tab T.01-T.03.	The information in the tables on Sheets T.01-T.03 for the individual stations is correct and matches the Bid Item Quantities for "Excavation, Class 10, Roadway and Borrow" and "Excavation, Class 10, Waste". The totals on the bottom of Sheet T.03 are not correct.	2009-02-12 10:17:07
February 17 <sup>th</sup> 2009	110	Please provide pavement removal thickness information. Job has concrete overlaid with asphalt.	Per Sheet Number C.03, Estimate Reference Information Item No. 46 – Its noted that the "pavement to be removed are estimated to be 8" thick".	2009-02-12 10:21:20
February 17 <sup>th</sup> 2009	110	Please review the quantity Item 90-Pataches by count(repair).	Bid as the Tab on sht. C.07 shows. The patches are shown graphically and to scale on shts WM.01, WM.02 and M.08.	2009-02-12 10:37:54
February 17 <sup>th</sup> 2009	110	Bid Items 480 and 490 are for 4" and 6" sidewalk. The estimate reference information refers you to tabs on sheets C.08 and sheet C.09. Are the 4" and 6" quantities correct based on the tabs?	This has been corrected by Addendum 17feb110.a01	2009-02-12 12:01:15
February 17 <sup>th</sup> 2009	111	On the plans for the overlay work for this bid order, item 25 (proposal item 820) the estimate reference indicates it is for the inside aggregate shoulder, but the quantity is in a different unit of measure and not nearly big enough--coupled with typical 7146 on sheet B.5 that indicates this is incidental shoulder fillett, please clarify that this will indeed be paid by the ton under item 820, or will indeed be considered incidental--thank you	The granular surfacing bid item has been delete. The aggregate shoulder fillet is incidental to the paved shoulder per the detail.	2009-02-16 09:51:28



February 17 <sup>th</sup> 2009	111	Item #0820- Granular Surfacing on Road, Class A Crushed Stone-400 tons-The estimate reference information indicates that this item includes 5,693 cy for median fillets. Three questions: 1) Please clarify that this means the 5,693 cy is incidental to the 400 tons of the bid item. 2)Where does the 400 tons go? and 3)Can Special Backfill be used in place of Class A for the median fillets?	The bid item has been deleted. The median fillet aggregate is incidental to the paved shoulders per the detail. Special backfill cannot be used for the median fillets, but In the addendum, we have allowed the use of the RAP for the paved shoulder fillets.	2009-02-16 10:06:37
February 17 <sup>th</sup> 2009	111	Item #0660 Pavement Scarification-Do excess millings become property of the contractor?(Note 213-7 is not included in the plans)	Yes. We have added note 213-7 by addendum.	2009-02-16 10:05:02
February 17 <sup>th</sup> 2009	111	Item #580 Clearing and Grubbing-50 Acres- Is there any tabulations available for this item?	The quantity has been changed by addendum to include the entire project area from ROW line to ROW line and from the BOP to the EOP.	2009-02-16 09:57:06
February 17 <sup>th</sup> 2009	111	Item #1240 Paved Shoulder, HMA, 10"- 1)Item indicates a 10" shoulder but typical 7125 on Sheet B.4 indicates a 9" shoulder? 2)The total HMA Base tons on typical 7125 is incorrect. 3) Also the bid item quantity(34,158 sy) does not match The typical quantity of 27,362 sy.	The typical has been replaced. The HMA shoulder is 10". The quantity should now match the PCC shoulder alternate quantity.	2009-02-16 09:54:44
February 17 <sup>th</sup> 2009	111	Can we have our contract surveyors establish acceptable profile grades for the pcc overlay for the nbl before the existing asphalt is milled down to exiting concrete--thank you	No. The estimate reference information for Construction Survey requires that the new profile grade for the northbound lanes be established after the stress relief course is placed.	2009-02-11 09:14:22
February 17 <sup>th</sup> 2009	113	Item 30 is tabbed out on 110-1 on sheet C.07. The quantity included on the tab adds up to 9,076 SY. The bid item is for 8,480 SY.Also the item description says that it could be PCC, HMA, or HMA over brick. Tab 110-1 indicates that it is all asphalt. Please clarify. Also, the standand tab for pavement removal type and thickness is missing.	An addendum was written to address this question. The tab. has been replaced. The tab. quantity now matches the bid quantity. Also, the pavement types have been corrected and now include pavement thickness. The estimate reference note has been deleted so as not to cause confusion.	2009-02-06 12:12:44
February 17 <sup>th</sup> 2009	113	Sheet C.08 Safety Closure Tab calls for some of the safety closures to be post mounted, is there a spec on how to do this? Couldn't this be done with RE3-Bs instead? If the safety closures are to be post mounted, is the DOT spec safety fence still required?	The post type and size has been added by addendum. All other requirements of the safety closure specifications will apply, including the safety fence.	2009-02-06 12:10:22

February 17 <sup>th</sup> 2009	113	OK, What is the spec on the boards for the post mt. safety closures? Are they to be like a RE3-A (2" X 10" planks)? Do we use wood or plastic boards? Whats the spacing on the 4" X 4" X 10"	It should meet the specifications of a safety closure which includes a Type III barricade, as described in Part VI of the MUTCD, mounted on the 4" x 4" x 10' posts. Since no spacing was given, that will be up to the contractor.	2009-02-10 09:16:10
February 17 <sup>th</sup> 2009	113	Detail plate 6128 modified on plan sheet B.04 provides a modified curb design for this project. Paving details on sheets B.02 and B.03 detail paving widths that are not to the back of this special curb. Will the pavement be measured from back of curb to back of curb for payment?	An addendum was written to add the "maintenance border" area to the 10" paving quantity.	2009-02-10 17:03:57
February 17 <sup>th</sup> 2009	113	On the Special Provisions for Required Insurance, is the blasting coverage necessary since there is no blasting, likewise, do we need to carry builders risk coverage Part 6, since it is my understanding that this really does not apply to underground?Thanks	If the contractor is not blasting, you shouldn't need coverage for damage caused by blasting. Per part 6, the contracting authority (City of Des Moines) will purchase and maintain property insurance, a.k.a. Builder's Risk Insurance. The prime contractor will be responsible for paying any deductibles required from a claim against that policy.	2009-02-16 16:13:40
February 17 <sup>th</sup> 2009	115	Item 30 Granular Shoulder, Type B, as per plan is a rock item that is let by the station. Shouldn't this, per the IDOT specifications be an item that is let by the ton?	No, this is a valid bid item that is measured in Stations.	2009-02-05 12:29:18
February 17 <sup>th</sup> 2009	116	What gradation is allowed for "Granular Backfill" on item line# 0160? Past Sergeant Bluff municipal projects have allowed river or fill sand.	The gradation allowed for Granular Backfill is found in section 4133.01 of the red Standard Specifications for Highway & Bridge Construction book.	2009-02-10 17:02:43
February 17 <sup>th</sup> 2009	151	Does the shoulder fill need to be brought up to finish grade at the end of everyday even in the areas that have the traffice signals?	Per the Plan sheet Q.01 the fill needs to be backfilled to at least the original grade on the same day of excavation unless approved by engineer.	2009-02-11 12:20:42
February 17 <sup>th</sup> 2009	159	Item 0090 Concrete Barrier Rail, 3'8", has no information accompanying the plans. The totals are shown in the tab for TBR. Should this be TBR, or is there more information for the barrier rail?	The Concrete Barrier Rail, 3'8" details are given on sheet number 22 of the plan for project IMX-029-1(68)20--02-36. There is no TBR on project IMX-029-1(68)20--02-36.	2009-02-04 09:41:45
February 17 <sup>th</sup> 2009	159	Correction to previous question-item 1510 shows 9088 lf of 3'8" barrier - but shown as TBR in the tab. Should this be TBR?	The tab. has been changed by addendum. The bid item quantities are correct.	2009-02-13 10:48:16
February 17 <sup>th</sup> 2009	159	The proposal quantity for the temporary floodlighting (item 1690) is 4. However tabulation 108-27 on sheet C.7 shows 14. Which is correct?	The quantity has been changed by addendum.	2009-02-13 10:49:42

February 17 <sup>th</sup> 2009	159	Item #1270 Clearing and Grubbing-180 Acres- Are there any tabulations available for this item?	No there is not a tabulation of clearing and grubbing. When clearing and grubbing is measured by the acre, the work is not tabulated. The area included is described in the estimate reference information.	2009-02-11 09:20:25
February 17 <sup>th</sup> 2009	159	On the plans for the bridges at J24--(69)--there is on grade 12" concrete either direction from the bridge on both the acc side and the pcc side--can the base underneath be changed to modified so we can back on the grade to facilitate construction--presently it is listed as granular subbase, and that will make construction very difficult--Thank you	We have changed the subbase to Modified Subbase by addendum.	2009-02-13 10:51:30
February 17 <sup>th</sup> 2009	159	the cubic yards in item 1470 for the concrete overlay have considerably more than the 25% for irregularities over a 9" depth that is the basis for design--is this an error or is the pavement going to be an average of 40% thicker than 9" as the quantities indicate	The quantity has been addressed by addendum.	2009-02-13 13:52:00
February 17 <sup>th</sup> 2009	159	The pcc paving section at the J24 bridge (sheet B.2 paren 69 job) is different than the section for the pcc paving on the rest of the project--probably not a big deal on the acc side, but very expensive to change equipment on the pcc side--can the pcc side be changed to the same section as the rest of the project so you could pave it 32' wide with integral inside shoulder--thank you	The paving is biddable and buildable as shown. Changes to the typical cross section could be proposed after the letting in a Value Engineering proposal.	2009-02-11 10:30:38
February 17 <sup>th</sup> 2009	159	Contract item 1220 is an item for pcc shoulder alternate-1240 is the acc alternate for this same work--there is shoulder in both the sb (mainline acc) section and nb (mainline pcc) in this single item--can we assume even though we must bid one or the other, that we can use either product in this case--it wouldn't be uncommon for the pcc to have acc shoulder, but I doubt that acc would ever have pcc shoulder--thank you	You must bid one of the options. Either PCC or HMA shoulders. Then build the option you bid.	2009-02-11 16:52:11
February 17 <sup>th</sup> 2009	304	As I understand BO#'s 304, 013, and 014 are all in the Zone 3 for the Wage Det., is this correct?	See Addendum 17feb304.a01; Addendum 17feb013.a01; Addendum 17feb014.a01 All work shall be ZONE 3 of IA08-1.2	2009-02-04 15:10:12

February 17 <sup>th</sup> 2009	304	Should subdrains be installed next to the RCB culverts before we backfill with Flooded Backfill? The compacted granular backfill installed under the culverts by the RCB contractor does not daylight and we install earth plugs at the ends of our flooded backfill.	The granular backfill intentionally does not daylight and subdrains were intentionally left off to avoid a path for "piping" under the RCB. The RCB contractor will provide weep holes in the sides of the RCBs to relieve water pressure in the embankment. It is understood that material below the weep holes may be saturated, but this is considered acceptable.	2009-02-05 12:28:05
February 17 <sup>th</sup> 2009	304	SINCE PART OF THIS PROJECT IS INSIDE THE CITY LIMITS OF FORT MADISON. (ZONE 3) AND THE REST OF THE PROJECT IS OUTSIDE THE CITY LIMITS OF FORT MADISON, (ZONE 4) WHAT ZONE SHALL WE EXPECT TO PAY? IF THE DECISION IS THAT WE PAY THE WAGES DEPENDING ON WHAT ZONE WE ARE IN, THEN WHAT HAPPENS WHEN WE HAVE TO HAUL DIRT FROM ZONE 4 THRU ZONE 3 TO GET TO THE FILL, WHICH IS BACK IN ZONE 4?	See Addendum 17feb304.a01 All work shall be ZONE 3 of IA08-1.2	2009-02-04 15:07:14
February 17 <sup>th</sup> 2009	304	Bid order 304 is in Zone 3 and Zone 4, will Zone 3 rates prevail for the whole project?	See Addendum 17feb304.a01 All work shall be ZONE 3 of IA08-1.2	2009-02-04 14:53:54
February 17 <sup>th</sup> 2009	305	This project is being bid as a Primary Road System. What is the county pavement and the ramp pavement smoothness specification required for this project.	Shall be per GS-01015 Section 2316 All roads surfaces included on Primary projects shall have Pavement Smoothness unless specified in the Contract Documents.	2009-02-09 14:41:54
January 21 <sup>st</sup> 2009	001	The notes for the Clearing and Grubbing bid item indicate 5 trees are to be salvaged. What is to be done with the trees after they are taken out of the ground? Where do they go? Are they supposed to be replanted somewhere? What does the term "salvage" mean relative to live trees?	This has been corrected by Addendum 21jan001.a01	2009-01-14 09:47:18
January 21 <sup>st</sup> 2009	003	The backfill note on plan sheet 4 says backfill "shall be porous and granular as shown" but the detail on sheet 6 does not show porous or granular and the index of standards does not include H24-66-06 which is the subdrain standard. Are porous and granular backfill and perforated subdrain required on this project?	An addendum has been written to remove the Backfill note on sheet number 4.	2009-01-14 09:48:19

January 21 <sup>st</sup> 2009	004	The plans show the pipe under the detour paving so close to the proposed box culvert that diversion of the stream around the construction area of the new culvert and through the detour pipe is impossible. Can the detour pipe be moved to the west to better align with a stream diversion channel or can the detour itself be moved south to afford more space to tie a diversion channel into the pipe?	This project has been withdrawn from the letting.	2009-01-14 09:48:36
January 21 <sup>st</sup> 2009	004	Item 0190 is for 933.3 SY of 10" PCCP. Item 0230 is a detour item that can be asphalt or concrete for 3,957 SY. The documents include bid item 0200-Portland Cement Concrete Samples LS. Is it the IDOT's intention to core the 10" PCCP item? By the description and current specs should it be assumed that the detour item will not be cored?	The PCCP will be cored. Per specifications the Detour Pavement will not be cored. This project has been withdrawn from the letting.	2009-01-08 15:09:47
January 21 <sup>st</sup> 2009	014	NARROW WIDTH SIGNS. WEST OF 2ND AVE. FOR WEST BOUND TRAFFIC THERE DOES NOT APPEAR TO BE A PLACE FOR SUCH LARGE SIGNS. WHERE DOES ONE PUT THEM? THERE IS NO SHOULDER OR PARKING.	The signs need to be bid as is. Locations may need to be adjusted in the field, as directed by the Engineer.	2009-01-13 17:34:34
January 21 <sup>st</sup> 2009	015	Are there any special requirements of subcontractors for Railroad insurance?	Railroad protective insurance is the responsibility of the prime contractor. That policy will cover any subs per 1107.02.B.4	2009-01-16 09:22:56
January 21 <sup>st</sup> 2009	015	Item 0010 is "Removal of existing handrail and end posts" but in the general notes, the removal of portions of slab rail and end posts are part of Item 0020 "Removals as per plan". Is this correct?	Yes. In the next paragraph, the general notes describe what the "removal of existing handrail and end posts" includes.	2009-01-15 15:17:10
January 21 <sup>st</sup> 2009	016	Contracting authority handling the detour route??	Per Specification 1104.05 the detour will be handled. 1104.05 MAINTENANCE OF DETOURS. Unless required by the contract documents, the Contractor will not be required to assume any responsibility in connection with the maintenance or marking of detours.	2009-01-14 09:47:44
January 21 <sup>st</sup> 2009	016	Will the contractor be charged working days for any work associated with the pile load test? Does the pile load test have to be run by the research team before pile driving for the bridge can occur?	If it is the controlling operation of work days will be charged. No the pile load test does not need to be done prior to the bridge piles. There are no restrictions on the sequence of operation in regards to the pile load test.	2009-01-14 09:48:00
January 21 <sup>st</sup> 2009	020	Bid items #86,87,88 have no info. about depth or location on the plans. What's up? Thanks!	All the information is in the plans. Read the reference notes on sheet C.02 and see sheets V.04 and V.05 for locations (BRS-7180(602)--60-96).	2009-01-20 16:14:06

January 21 <sup>st</sup> 2009	020	WHAT KIND OF STRUCTURE IS THE UTILITY ACCESS TOP THAT IS TO BE REBUILT FOR THE SANITARY SEWER?	The plan says it is a sanitary sewer manhole.	2009-01-20 16:12:18
January 21 <sup>st</sup> 2009	102	Proposal item 680 is a contract item in anticipation of thickness incentive--the project is an overlay (for the most part) and has no samples item--there will be no thickness incenntive without samples--there should be no incentive anticipated then--please clarify.	See Addendum 21JAN102.A01. Item 0680 2301-7000110 Payment Adjustment Incentive/Disincentive for PCC Pavement Thickness was removed from the proposal.	2009-01-09 15:41:28
January 21 <sup>st</sup> 2009	102	The project has a "no excuse road opening bonus" of 11/24/09--in the past projects with this requirement have also had the accelerated schedule clause which allows work 7 days a week 24 hours per day (1108.02 J)--can this be added to give the contractor the highest chance of attaining the opening date.Thanks	The accelerated schedule clause is not applied to this Proposal and there are no plans to add it to this Proposal.	2009-01-13 17:27:51
January 21 <sup>st</sup> 2009	102	The detour pavement (item 180) on the project is tabbed as median crossover pvmt on sheet c.8--the details are in the "u" sheets--u.2 shows them being hma--u.1 and u.4 say there are alternates between different pcc and acc thicknesses---can they be built with either material and/or a mixture thereof or must they be hma as shown on u.2Thanks	The detour pavement can be PCC or HMA. Addendum 21JAN102.A01 was written to change this already. "Sheet Number U.2 In each stage change the 10" HMA Detour Pavement to be 8" PCC or 10" HMA Detour Pavement."	2009-01-13 12:16:14
January 21 <sup>st</sup> 2009	102	Is it the intent to remove and replace the existing modified subbase at the bridge approach pavement? If so, the Class 13 Waste item doesn't appear to be of sufficient quantity to cover the removal.	The Excavation Class 13 Waste quantity has been increased to See Addendum 21.jan102.a03.	2009-01-16 16:34:45
January 21 <sup>st</sup> 2009	102	Why 14' spacing for the CD joints, 14' does not work out for spacing L-2 (30" centers) any thoughts on changing spacing for the L-2 joints, or going to 15' cenetrns on the CD joints.	The design for this project has 14' spacing. Addendum 21jan102.a03 added note 8 "If the 30" spacing for tie bars results in a tie bar to be placed at the location of a dowel basket, then that tie bar may be omitted."	2009-01-20 17:10:53
January 21 <sup>st</sup> 2009	104	There is only one foot between the retaining wall footing and the substation wall 10 feet overhead. Will sheeting be paid for in areas where an open cut will cross ROW?	No, include sheeting cost in cost of wall as some contractor's may have other ideas that will not require sheeting. (Sheeting will not be paid for separately.) Further discussion on this issue with the owner of the substation – Alliant Energy is permissible.	2009-01-16 16:35:52



January 21 <sup>st</sup> 2009	106	Typical 7132 for both jobs only shows the "ground" in rumble strip option which is quite a bit more expensive than the other option of floating them into the plastic concrete--as near as I can tell from the stations they are all in new pcc sections so they could be floated in--is the plan typical the only option or would floating them into the plastic pcc be acceptable?Thanks	The notes on typical 7132 state ' the rumble strip panels shall be construed as shown by sawing or FORMING strips of the dimensions indicated.	2009-01-07 17:27:25
January 21 <sup>st</sup> 2009	106	Why is the 30% fill factor only applied to the net volume? Or has a 30% fill factor been considered on all fill?	The reference note for the Class 10 Roadway and Borrow explains that the volumes were calculated using 0% adjustment for existing roadway cuts and fills. And a 30% compaction factor was applied to Borrow material.	2009-01-07 17:28:10
January 21 <sup>st</sup> 2009	107	Are the guardrail tabulations correct ?	After reviewing the plan, the tabulations look correct.	2008-12-29 15:25:05
January 21 <sup>st</sup> 2009	107	On sheet B1 of the plans there is a typical for rumble strip panels--must they be sawn into the hard concrete or can they be floated into the plastic concrete Thanks	An addendum was written to allow the Strips to be float or cut in the panel.See addendum 21jan107.a01 for details.	2009-01-07 17:26:23
January 21 <sup>st</sup> 2009	107	On plan sheet C1 under the bid item note for item 0030 there is a statement that indicates 7% has been added to the quantities to allow for "radii at intersections and imperfections" Our quantity take off is about 7% less than the present plan quantity--the project is pretty straight forward--I doubt that there will be any overruns due to "radii and imperfections"--will we still get paid plan quantity when unless there is actually added work we will only pave about 93% of plan?ThanksThanks	An addendum has been written to remove the notes concerning the 7 %. See addendum 21jan107.a01 for details.	2009-01-07 17:25:05
January 21 <sup>st</sup> 2009	107	Bid item notes on plan page C1 for item 0010 in part specify a minimum rate of material delivery--350 tons per hour for granular shoulders--it may not be an issue with a close quarry, but distance and availability of trucks will impact this a great deal--what happens if we can't find a supplier/trucking combination we are reasonably sure can meet this expectation?Thanks	The work needs to be completed within reasonably close conformity. Refer to Specifications 1105.04 Conformity With And Coordination Of The Contracts Documents and 1108.04 Methods And Equipment .	2009-01-08 15:22:36
January 21 <sup>st</sup> 2009	107	Are we to assume the Transverse jts. are a CD joint and not a C Joint. Some of the counties have been running just a c-joint in the past.	Standard Road Plan RH-50 says that when the pavement thickness is 8" or greater, CD joints will be used.	2009-01-20 17:05:36
January 21 <sup>st</sup> 2009	155	Is this project not part of the total Federally funded \$ 2,720,000 project? Davis Bacon does not apply?	This project is non-federal aid and Davis-Bacon wages DO NOT apply.	2009-01-09 16:18:58

January 21 <sup>st</sup> 2009	401	There are trees on this site. They are not listed in the items to be removed. Are they to be removed? If so are they considered incidental?	The trees are to be left standing.	2009-01-14 11:35:03
January 21 <sup>st</sup> 2009	503	Will burning of trees be allowed on site.	Clearing and Grubbing shall be done per Standard Specifications, Section 2101.02 Material from clearing and grubbing may be burned in accordance with IAC 567-23.2 and additional local ordinances. The unburned materials may be buried on State of Iowa right of way at locations approved by the Engineer.	2009-01-14 09:16:30
December 16 <sup>th</sup> 2008	002	According to the Bid book, item 0480 Temporary Crash Cushions has a quantity of 1 EA. The plans however show 3 in the notes and on the plan sheets J1 and J2. Are the plans correct?	See ADDENDUM.16DEC002.A01	2008-12-10 17:23:59
December 16 <sup>th</sup> 2008	002	Information for item 0580-Temporary to Permanent Barrier Connection is absent. No notes available, and no details of any consequence. Is there any more information available for this item?	See ADDENDUM.16DEC002.A01	2008-12-10 17:19:58
December 16 <sup>th</sup> 2008	002	Are the stockpiles of rock from the construction of the new eastbound lane available for use in the causeway construction of this project	No.	2008-12-15 11:29:06
December 16 <sup>th</sup> 2008	00A	Based on the square yards of concrete paving, shouldn't items 320 and 920 (Samples) be deleted	No, items 320 and 920 (samples) should not be deleted. We checked on this and design wanted samples on both projects. Design has decided that samples should be included regardless of the quantity of the bid items.	2008-12-03 15:09:28
December 16 <sup>th</sup> 2008	102	Shouldn't there be a samples item on this project.	No.	2008-12-10 17:18:08
December 16 <sup>th</sup> 2008	102	Will an incidental sawcut at the existing pavement when abutting sideroads be required? If so, what is the type and thickness of the existing pavement?	Any full depth saw cuts at the existing pavement of abutting side roads would be included in the price paid for removal of existing pavement. There is currently no bid item for removal of pavement, if necessary it will be taken care of by an extra work order. The type and thickness of the existing pavements are not shown in the contract documents. These will be determined if a item for pavement removal is added by extra work order.	2008-12-12 16:28:31
December 16 <sup>th</sup> 2008	103	Shouldn't there be a samples item on this project	No.	2008-12-10 17:16:57

December 16 <sup>th</sup> 2008	103	Same questions regarding sawcut on B.O. 102	Any full depth saw cuts at the existing pavement of abutting side roads would be included in the price paid for removal of existing pavement. There is currently no bid item for removal of pavement, if necessary it will be taken care of by an extra work order. The type and thickness of the existing pavements are not shown in the contract documents. These will be determined if a item for pavement removal is added by extra work order.	2008-12-12 16:27:33
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