

1. Plan Sht. 3553 is the estimated quantities for B-40-860. The first Bid Item is removing structure 786GE+00. The general notes state that this is a three sided box culvert temporarily installed over the Hank Aaron Trail. Plan Sht. 317 is a detail for a Temporary Underpass to be Removed on the Hank Aaron Trail. I had asked earlier (7/30/15) under what bid item was the Temp Underpass to be paid. The reply was "203.0200 Removing old Structure (station) 0024. 180HA+50. My question is: Aren't the two structures referenced above the same structure? If so, then there are two pay items for the same structure. Please Clarify.

Sheet 317 was revised as part of Addendum #1 to show that the three-sided box culvert in question should be paid for as Removing Old Structure 786GE+00. 203.0200.0024 Removing Old Structure 180HA+50 was a duplicate pay item and was removed as part of Addendum #1.

2. On the Mayfair project, an RE-systems product was required for waterproofing. For Phase II, three materials are listed for the Structure Waterproofing Special item. The RE-systems material is not listed. Why did we spec the RE-System with no substitutions permitted on Mayfair, but not list the RE-System for phase II?

The Mayfair project needed a very specific material/system to function as designed. The Phase II project does not have the same constraints with regards to waterproofing. In the waterproofing specification for phase II, we list 3 products or "approved equal". Under section B.1.2, the manufacturer of the selected waterproofing system must submit certification that the selected system is suitable for the intended purpose. As long as the selected material/system meets the requirements of the specification, it will be allowed.

3. Could you please provide some more data such as an alignment and stationing so that we can identify what this structure is? 203.0200 Removing Old Structure (station) 0020. 16+00. Thank you.

Please see sheets 4033-4035.

4. The three shafts for the microtunnel (South Leg) are just off of the west edge of the NEW high voltage ATC lines. Question: Does WDOT have survey information such as exact location of the lowest western electric cable and voltage that runs through it? Also, does ATC have distance requirements that we have to work from them? It would be nice to have distance vertically and horizontally from the centerline of the planned shafts and actual elevations of the cabling.

Contact ATC for information regarding the high voltage lines in this area.

5. Upon reviewing the items for this project, we have been unable to locate the following item in the plan set: 0194 509.1000 Joint Repair 80 SY. Would you be able to direct us to the location in the plan set for the details for this work? Also, Structure B-40-860 call for Piling CIP Concrete 14" x 0.500 Wall. We do not see a bid item for this quantity but we do see the quantity appears to be in item 0430 550.2168 Piling CIP Concrete 16" x 0.500-inch since that quantity is overstated by the 1,395 lf. Could you provide clarification? (B-40-859 appears to utilize 14" x 0.375 CIP Piling)

Item 509.1000 for joint repair appears on roadway plan sheet 1805 as an undistributed quantity under maintenance items. The quantities shown in that table are meant to address any issues

that come up during the project. No specific areas at this time. Item 550.2148 was added to the contract and the Item 550.2168 quantity was reduced in Addendum #2 to address this discrepancy.

6. Structure B-40-787 calls for 17,200 ea Welded Stud Shear Connectors, 7/8 x 7-Inch. When tabulating the quantities, it appears the 17,200 in in the 6-inch stud item since that quantity is overstated by 17,200 ea. Could you clarify?

Item 506.3020 was added to the contract and the Item 506.3015 quantity was reduced in Addendum #2 to address this discrepancy.

7. On Structure R-40-507 (p. 4140), the elevations and sections call out bottom of wall to be 3' below grade on segment B only. The general notes and the estimated quantities indicate the bottom of wall to be 3' below on segment C, also is segment C to be 2' or 3' below finished grade?

Segment C should be 2' below finished grade. The note on sheet 4141 should read "The top of leveling pad is assumed to be at least 2'-0" below finished grade for segment A and C and 3'0" for segment B". This note will be revised as part of Addendum #3.

8. Please refer to Bid Item 1196 - SPV .0165 Special 4785 Concrete Staining Previously Constructed Structure and Bid Item 1197 – SPV .0165 Special 4786 Concrete Staining Multi-Color Previously Constructed Structure. See page 888 of the special provisions – C2. Modified Concrete Surface Finish, *If not previously completed*, provide a modified finish by filling all air holes as the engineer directs using mortar as defined B.2. The language is identical for the second item. There are 585,655 SF of item 1196 and 12,635 SF of item 1197. How is the contractor expected to know what work is acceptable and what work is unacceptable, requiring the modified finish? Previously constructed work should have been done per plans and spec. There shouldn't be any need to provide a modified finish. Please provide a quantity of work for each item that requires the modified concrete finish so that the contractor can properly bid the work. Creating a separate bid item to perform the modified concrete surface finish work might be a suggestion? With a bid item and a realistic quantity the department would only pay for the actual work performed.

All previously constructed cast in place concrete surfaces that are to be stained require the modified surface finish per the specification. This includes bridge substructures, retaining walls and sign bridge columns. All previously constructed retaining walls that are precast concrete panels do not require the modified surface finish on the panels. However, the cast in place concrete coping and anchor slabs atop these panels does require the modified surface finish per the specification. The length of coping and anchor slabs on each wall is shown on the plans included in the "For Information Only" section starting on page 6476. The special provision will be revised but a separate bid item will not be added.

9. Addendum #1 plan Sheet 4649, Division 2 Ramp WS Station 568+98 lists a negative fill number.

The fill number will be revised as part of Addendum #3.

10. In the prebid meeting you referenced borings that should be on the HCCI site. I was unable to find them. I would like information regarding Bridges 869 & 870 as well as the 540 Wall.

The information for the 869 & 870 Structures is on the hcci website at:

<http://wisconsin.gov/Pages/doing-bus/contractors/hcci/prelim-plan-se.aspx>. The info on the 540 wall can be obtained if requested from the Department.

11. Bid Item #26 Removing Old Structure 252NS+65 (which is listed as remaining foundation S-40-156) in the Miscellaneous Quantities (plan sht 1621) the same as bid item #851 Special 0016. Removing Old Sign Structure S-40-156?

No, two separate items. S-40-156 was originally located at 252+65 and then moved. Item #26 removes the old foundation (as shown on sheet 383 and 1621). Item #851 removes the entire sign structure and foundations (as shown on sheet 910 and 1636).

12. Between the plan set and the ongoing operations in Phase 1, it is unclear where topsoil stripping will be necessary. Many areas shown to be topsoiled in Phase 1 have been eliminated and will not be available for salvage in Phase 2. In order to check the Common Excavation PPQ quantity, to accurately identify earth flows and to accurately quantify topsoil salvage availability, will you please identify areas that will require topsoil stripping and approximate depths in these areas?

No additional info will be given. Please base your bid on the plans, specs, and current field conditions.

13. On sheet 2671 Structure B-40-787 under the Excavation and Backfill note EB.2 Says the existing abandoned 8 inch diameter steel electrical conduit under the west abutment must be removed prior to driving piles. Cost of removal will be included with bid item "Excavation for structures, bridges B-40-787". See sheet 21 for approximate locations and limits. When you look at sheet 21 of 125, it's the excavation plan for pier 4. If you look at sheet 15 of 125, it shows the retaining wall R-40-535 and the abutment location. The plans shows 2 abandoned ATC UG electric lines and one abandoned WE Energies UG line running through the proposed abutment locations but with no removal limits. Could you please clarify where I can find which line(s) and what are the limits of 8" Electrical Conduit removal that is incidental to B-40-787 structure excavation as referred to in note EB.2 can be found.

Note EB.2 on sheet 2671 is incorrect and will be removed as part of Addendum #3. The removal of the steel electrical casing conduit is paid for separately as "SPV.0090.0016 Removing Miscellaneous Pipe" as shown on the REMOVAL PLANS – UTILITIES sheet 410 and should not be included in the cost for "Excavation for Structures, Bridges B-40-787". The station limits and quantities are shown on sheet 2013 and are correct. Sheet 410 has incorrect station callouts and will be revised as part of Addendum #3. See R-40-535 sheet 4373 for additional reference to this utility removal.

14. When does the the Zoo Phase II contractor take ownership of the concrete barrier LIP from Phase I? Bid item 1089 - Maintain and Remove Concrete Barrier Temporary Precast. Part C requires the contractor to maintain the barrier including re-aligning the wall as needed after snow plow operations, to maintain reflectors and hardware in a condition similar to when new

on the project, and to keep drainage/lifting slot holes free from debris. Is it the departments intent to require the Phase 1 contractor to leave the barrier in the correct alignment; have reflectors, hardware and glare screen in a like new condition, and have the drainage/lifting slots free from debris when the Phase II contractor assumes responsibility? If deficiencies exist, will they be corrected prior to the Phase 2 contractor assuming responsibility, so that Phase 1 deficiencies are addressed in the Phase 1 contract?

Yes, it is the Department's intent to have all temporary precast barrier conforming to the specs at the time the barrier is transferred to the Core 2 contractor.

15. Can the contractor substitute cold-rolled sheeting for the PZ-22 in Minor Retaining Wall R-2, provided the section meets the strength requirements of PZ-22?

Cold-rolled sheeting of equivalent or better strength and section modulus to PZ-22 is acceptable for this minor retaining wall.

16. The specifications require railroad insurance providing coverage for the Canadian Pacific Railway for work over the Hank Aaron State Trail. This was not required in the previous Core Phase 1 contract. Will the DOT remove the requirement for this project by addendum?

This requirement will not be removed from the contract.

17. We request that the decision to utilize Pay Plan Quantity for items paid by the ton be reconsidered. These products are easily and accurately measured, it would behoove the Owner to utilize this pay method to insure costs accurately reflect the quantity utilized. Mitigating those dollars added to the bid, hedging for product loss and errata affecting plan quantity.

Please bid per plan. These items will not be reconsidered.

18. Article 54 - Pay Plan Quantity has been revised from the standard spec to state, "The engineer will not make a quantity adjustment for discrepancies." On a project of this magnitude, this places unreasonable quantity risks on the contractor, their subcontractors, and DBE subcontractors. In the interest of fairness, we request that WisDOT remove this article and reinstate standard spec 109.1.1.2 so that department errors in the provided information are reimbursed in a fair and reasonable manner.

Article 54 will not be removed.

19. Bid item 197 - on Plan Sheet 4336, a note on the elevation of the wall indicates the temporary shoring is to be left in place but the bid item description does not indicate this need. Please advise if this temp shoring must indeed remain in place, or if the plan note will be changed so that the shoring can be removed.

Bid Item 511.1200.0007 Temporary Shoring Structure R-40-532 is correct on sheet 4337. The note on sheet 4336 indicating the shoring is to be left in place is incorrect and will be revised as part of Addendum #3.

20. Bid item 1089 - "Maintain and Remove Concrete Barrier Temporary Precast" has a quantity of 54,736 LF. Can the contractor rely on all 54,736 LF of barrier being acceptable for reuse on this or other projects? If not, please provide the LF of barrier that are not fit for reuse.

It is our expectation that the barrier will be available for use on this or other projects.

21. The existing plans for partial structure removals B-40-106, 109, 110 and 128 have been removed from the Plan Trust on the departments web site. Can these be made available?

The as-builts are available upon request from Jeff Bohlen at [jeff.bohlen@dot.wi.gov](mailto:jeff.bohlen@dot.wi.gov) (414) 750-2928.

22. Are existing plans available for the noise walls that are to be removed?

These plans are not available.

23. Plan sheet 3460 depicts temporary shoring requirements for Pier WN06, but the quantity for this shoring does not appear to be included in the temporary shoring bid item quantity for this structure (Bid items 1309 and 1322). Please advise.

Temporary shoring quantity required for Pier WN06 for Option B is 510 SF. The quantity revision will be included in Addendum #3.

24. Article 81 C.3 addresses the Modified Concrete Surface Finish. Articles 389 and 390 which address staining of previously constructed structures, subsections C.2, state "If not previously completed, provide a modified surface finish...". Will the Modified Surface Finish be completed under the Core Phase 1 contract to all "previously constructed structures" that will receive concrete stain under this contract? If partially completed by the Core Phase 1 contract, please provide the remaining area to receive the modified finish in this Phase 2 contract.

All previously constructed cast in place concrete surfaces that are to be stained require the modified surface finish per the specification. This includes bridge substructures, retaining walls and sign bridge columns. All previously constructed retaining walls that are precast concrete panels do not require the modified surface finish on the panels. However, the cast in place concrete coping and anchor slabs atop these panels does require the modified surface finish per the specification. The length of coping and anchor slabs on each wall is shown on the plans included in the "For Information Only" section starting on page 6476. The special provision will be revised but a separate bid item will not be added.

25. Bid items 1196 and 1197 are for staining previously constructed structures, including concrete masonry bridges, concrete masonry retaining walls, concrete masonry sign bridges and MSE walls. Will MSE walls require the Modified Surface Finish or do the completed walls already meet that specification from the casting process?

All previously constructed cast in place concrete surfaces that are to be stained require the modified surface finish per the specification. This includes bridge substructures, retaining walls and sign bridge columns. All previously constructed retaining walls that are precast concrete panels do not require the modified surface finish on the panels. However, the cast in place

concrete coping and anchor slabs atop these panels does require the modified surface finish per the specification. The length of coping and anchor slabs on each wall is shown on the plans included in the "For Information Only" section starting on page 6476. The special provision will be revised but a separate bid item will not be added.

26. Bid items 1196 and 1197 are for staining previously constructed structures, including concrete masonry bridges, concrete masonry retaining walls, concrete masonry sign bridges and MSE walls. Please provide a breakdown for these pay items noting the 1) square feet of MSE walls and 2) the square feet of cast in place concrete masonry (bridges, walls, sign bridges).

All previously constructed cast in place concrete surfaces that are to be stained require the modified surface finish per the specification. This includes bridge substructures, retaining walls and sign bridge columns. All previously constructed retaining walls that are precast concrete panels do not require the modified surface finish on the panels. However, the cast in place concrete coping and anchor slabs atop these panels does require the modified surface finish per the specification. The length of coping and anchor slabs on each wall is shown on the plans included in the "For Information Only" section starting on page 6476. The special provision will be revised but a separate bid item will not be added.

27. We request that pay item be added for "Modified Concrete Surface Finish on Previously Constructed Structures" as we cannot accurately determine the area on these structures that will require the modified surface finish.

All previously constructed cast in place concrete surfaces that are to be stained require the modified surface finish per the specification. This includes bridge substructures, retaining walls and sign bridge columns. All previously constructed retaining walls that are precast concrete panels do not require the modified surface finish on the panels. However, the cast in place concrete coping and anchor slabs atop these panels does require the modified surface finish per the specification. The length of coping and anchor slabs on each wall is shown on the plans included in the "For Information Only" section starting on page 6476. The special provision will be revised but a separate bid item will not be added.

28. It is going to be a huge burden to use slurry bedding/backfill on the storm piping as it creates huge timing/logistical issues. It will cost a tremendous amount of time waiting on slurry trucks while our spoil trucks will be delayed waiting for the trenches to be backfilled and start digging again. Nights/weekends/Winter work will compound the issue running the cost of the slurry up over \$150/cy when you figure in short load charges, plant opening fees, cold weather charges, etc. This will be a major drag on production, cost, and schedule regarding the storm sewer installation. We would like to request that WDOT consider eliminating this requirement shown on sheet 737 and replace with clear stone bedding and cover materials.

The department has seen good results using the backfill slurry item on recent projects. The decision has been made to incorporate the requirement into the Phase II project. We will not be changing the requirements.

29. Also in the detail, the bedding section shows granular material. We request that the department allow bedding stone such as No.1's or chips. What is shown is not consistent with the State Sewer and Water specification.

The bedding will consist of compacted granular material as per S.D.D. Class "B" Bedding for culvert pipe or storm sewer, cost incidental to the pipe.

30. For R-40-470, 527, and 545 WisDOT allows a conventional MSE wall with cast-in-place anchor slab as an acceptable alternative for a precast concrete panel with traffic barrier. Minor wall 1 (R-1) and R-40-547 are also precast concrete panel with traffic barrier walls however, the plans for those walls do not offer a conventional MSE wall and cast-in-place anchor slab option. Will WisDOT allow the conventional MSE wall with cast-in-place option for R-1 and R-40-547 as an acceptable alternative for the precast panel with traffic barrier?

The use of the conventional precast MSE panel and cast in place anchor slab as an alternative to the Wall Concrete Panel with Traffic Barrier is acceptable for R-40-547. Similar to walls R-40-470, R-40-527 and R-40-545, under this scenario the contractor is responsible for engineering (conflict evaluation, incorporating storm sewer inlets & structures, bar schedule and drawing development, submissions, etc) associated with switch to MSE wall with moment slab. Bid the minor wall R-1 as Wall Concrete Panel with Traffic Barrier and no substitution of conventional precast MSE panel and cast in place anchor slab will be allowed.

31. In reviewing the plan set notes; Grade 1 granular backfill is called out for structure backfill on structures 788, 795, 796, 797, 853, 854, 858, 861, 869, 870, 871, 872, 873, 874, 882, and 883. The plans do not specify the grade of granular backfill for structures 790, 850, 851, 856, 859, 860, and 867 so either Grade 1 or Grade 2 can be used. Since this is a highly complex project with huge logistical challenges for delivering materials to the project footprint; would WisDOT consider standardizing the grade of granular backfill for structure backfill on all structures to either Grade 1 or Grade 2?

Grade 1 granular backfill is required for all bridge structure backfill and shall be the basis for the Backfill Structure bid price.

32. The General Notes, page 4, and the Earth Work Summary table, pages 1661 to 1667, both indicate a soil expansion factor of 1.20. Based upon approximately 2,000 tests over the last year in and around the same project footprint, the field data and third party testing does not support a 1.20 soil expansion factor. The data and test results indicate that a soil expansion factor of 0.95 to 1.0 more accurately represents the characteristics of the soil for the project. While a change in the soil expansion factor will not result in a change in quantity for Common Excavation, a reduction in soil expansion factor will dramatically change the earthflows and significantly increase the volume of common excavation that must be exported from the project compared to that represented in the bid documents. WDOT has the results of test data that is referenced, so will the General Notes and Earth Work Summary Table be amended to accurately reflect actual field conditions and the most updated and accurate information available to WDOT?

The soil expansion factor will be revised to 1.10 as part of Addendum #3. A soil expansion factor of 1.1 was used to generate estimated earthwork quantities. Due to potential soil variability, actual quantities may vary. No quantity adjustments will be made for differing soil expansion factors encountered in the field.

33. Will The Wisconsin Department of Transportation claim "Generator" status for any pre-existing hazardous or contaminated materials encountered on this project.

The Dept will be the generator for any material encountered within the Right-of-way.

34. For bid item 0031 "Removing old structure 556NE+00" can WisDOT provide plans for the existing retaining wall as well as detail specific wall limits that need to be removed? We have not been able to find the plans for the existing retaining wall in the WisDOT HCCI site. Furthermore, due to traffic staging constraints only portions of the wall stem were removed in the Core 1 contract between 798FC+76 and 806FC+98.

The existing wall number is RW-40-74. The wall is approximately 790' long, 12' maximum height, on a spread footing with shear key. The existing plans will be posted on the HCCI site. The entire stem wall above the top of footing has been removed along with 280' of the spread footing. All remaining portions of the wall footing and shear key must be removed.