

43. **REVISED** - For Bid Items 0059 to 0070, Removing Storm Sewer, there is no information given regarding pipe invert elevations or depths of pipe. Granular Backfill for Removing Storm Sewer items is currently incidental. It is not practical for the contractor to physically inspect each structure to determine invert elevations due to limited access.

A. Can pipe depth information or structure inverts at each removal location be provided?

A 3D cad drawing will be added to the HCCI website (.dwg and .dgn formats). The page can be found here: <http://wisconsindot.gov/Pages/doing-bus/contractors/hcci/prelim-plan-se.aspx>. Pipe/structure elevations are given to the outside of the pipe/structure.

B. Can a Granular Backfill bid item be provided in the bid to cover the granular backfill required to backfill the voids left by the storm sewer removal? This option offers a fair method of compensation so the contractor gets paid for work performed and WDOT pays only for work performed.

REVISED - No item will be added.

59. Segments A, B & C of R-40-545 are in a 20' cut area. The wall plans show 276 SF of temporary wire wall between segment E & F in the strap zone. Based on our model of the segments A, B & C an additional 345 LF of temp shoring would be required along the SE alignment heading east to prevent the back slope from encroaching onto the traffic on the FC ramp. This temporary shoring is not indicated in the plans. We request that the department look into this matter as we feel that this omitted shoring is required.

This item was discussed with the contractor that asked the question and after some clarifications, it was agreed that additional temporary shoring is not needed at this location. A 1.5:1 temporary slope behind the excavated strap zone will be sufficient and will not conflict with staged traffic.

60. Isn't the temporary shoring to be removed on sht. 4020 (temp shoring on east greenfield abutment) the same sheeting as listed on sht. 1636 Mainline 251NS+15 – 252NS+49 and 254NS+42 – 254NS+89 (which is shown on the removal plans – sht 383 as the temp shoring on east greenfield abutment)? Granted the quantities are off by 8 lf, but two different take offs may have been done for the same temp shoring. Both locations indicate the same temporary soldier beam and lagging left in place at the East Greenfield abutment.

As for the 65 lf you refer to on page 4272 – I believe this is the same temp shoring as listed on sht.1636 as Ramp GB 747GB+46 – 748GB+13 and shown to be 68 LF. I believe that the correct quantity is 549 LF and that maybe the 265 LF in questions is doubled up.

The temporary shoring at the Greenfield east abutment quantified on sheets 1636 (192LF) and 4020 (200LF) was double counted. The quantity of 192LF will be removed from sheet 1636 as part of a future addendum. The 65LF of temp shoring shown on sheet 1636 is also shown on sheet 382. This was not double counted. The 65LF of shoring shown on sheet 4272 is also shown on sheet 4267 and denoted in the legend with a "star" symbol. This was not double counted.

61. On the Zoo phase 1 project there are 36 left in place crash cushions and I do not see any items for Removing, Maintaining or Salvaging those cushions. Who takes responsibility for those on Phase 2?

An item for maintaining and removing crash cushions will be added to the contract as part of a future addendum.

62. On page 631 or the proposal under 318 paragraph 3 you have “The department will furnish solvent-borne or water-borne orange paint intended for marking traffic lanes on both concrete and asphalt highways”. Can that be changed to “water-borne” only as I do not believe any traffic control companies have solvent trucks?

The spec will be revised to remove mention of a “solvent-borne” paint as part of a future addendum.

63. Measurement for the truck mounted attenuator goes by 4 hours or less or over 4 hours. Can we just get it paid as a day and eliminate how many hours needed for payment? I do not believe the department saves any money by doing this and it would eliminate trying to push a truck off the project to get under the 4 hours when it could be used for the whole closure time anywhere needed for area’s where workers might need more protection.

This item is a Standardized Special Provision (STSP) and will not be revised.

64. The 6 sheets in the Plans pertaining to Noise Wall N-40-78 (ref sheet nos. 4005 – 4010) do not include the soil properties for the ground-mounted portion of the noise wall. Please provide the missing soil data.

Soil boring data for N-40-78 has been added to the geotechnical report “Core 2 Noise Barrier Geotechnical Data Memo Final - Revised 9-18-2015”. The reports are available upon request from Jeff Bohlen at jeff.bohen@dot.wi.gov (414) 750-2928.

65. Can a concrete mix design incorporating **just a #1 stone** with no #2 stone, be used for the concrete masonry soldier pile footings and noise wall shafts, as long as it meets the required PSI strength, especially in situations where ground water is within the profile of the shafts and temporary casing and/or slurry methods must be utilized as the means and methods of construction?

Yes.

66. Sheets 1903 and 1904 have identical quantities. Could you please review, and verify the total quantity of manhole removals?

Sheet 1904 was inadvertently included as a copy of sheet 1903. The intended content of sheet 1904 was therefore not included. The intended content of sheet 1904 has been added back into the plans. This results in revisions to the total quantities shown on sheet 1905 for seven of the thirteen bid items. These changes will be included in a future addendum.

67. Has the department evaluated and included in the allowed hours, the Closure Hour Credits required for the "Concrete Staining of Previously Constructed Structures"?

Additional hours have been included in the contract. These changes will be included in a future addendum.

68. For bid items 1191 and 1195, will the department allow panels without traffic barrier to be supplied, if cast-in-place anchor slabs and cast-in-place concrete barrier are utilized?

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.

69. It is difficult and risky to bid aggregate items under the conditions of Pay Plan Quantity. Many of the aggregates we intend to use are onsite recycled materials, we cannot determine the physical properties of these items prior to bid. Therefore we must make assumptions to generate a price for them. If these items were paid under their standard methodologies, the risk involved would be dramatically decreased. We ask that DOT please reconsider this payment method.

The "Pay Plan Quantity" tag will be removed from the item 305.0120 Base Aggregate Dense 1 1/4-Inch as part of a future addendum.

70. Where can we find the details for S-40-138?

See pages 352-354 of the planset.

71. The typical cross sections provide a 2-ft SCM / CABC build-out beyond the outside edges of pavement. This width does not provide adequate room for paver trackline. We request this build-out be extended to 4-ft to account for the constructability needs of the project. It would be prudent to provide this width in other areas of the plan as well.

The current width outside of the pavement edges is consistent with past SE Freeway projects including Phase One of the Zoo Interchange. No changes will be made to the width of the typical section.

72. Item SPV.0090.8090- Lining 96-inch Reinforced Concrete Storm Sewer Pipe: Please make any documents, such as as-builts or original contract documents, pertaining to the installation of the existing line available for reference. These would help in finalizing a bypass pumping plan as well as verify areas of access to the existing pipe.

Previous construction plans and video inspection of existing 96-inch reinforced concrete sewer to be lined are available by contacting Jeff Bohlen at 262-548-6760 or jeff.bohlen@dot.wi.gov.

73. Sheet 854 of the plans shows a cap on the existing 16" main. This cap will require an excavation of approximately 30'. Is an alternative location for the cap possible?

Yes. After discussing the location with the designer, the removal of 50 LF of 16-inch water main and the removal/ salvage of the tapping saddle and valve as shown on Sheet 854 will not be required. The existing 24-inch water main should be cut and capped at only two of the 4 locations shown on the plans (approximately Station 30WX+08, 130'LT and Station 33WX+40, 55'LT). The existing water main between these two locations, including the 16-inch main, should be filled and abandoned in place per SPV.0105.5001 - "Abandon Temporary Connection and Existing Water Main". Removal of the existing casing pipe east of Station 30WX+08, 130' LT, other than to facilitate connection of the new main, is not required as indicated on the plans.

74. Line item 1142 shows 215LF of 16" PVC water main carrier pipe. This quantity does not seem to match up with the items on page 858. What location is this carrier pipe to be installed?

The 215' quantity is shown in the Miscellaneous Quantities on Sheet 2019 and matches the work shown to be installed within the casing pipe between STA 10BWM+34.08 and 12BWM+49.30 (end of casing to end of casing) on Sheet 858. The 225.2' dimension shown on Sheet 858 is the distance between the grade breaks at STA 10BWM+29.08 and 12BWM+54.30.

75. Page 858 of the plans shows an existing 30" casing. Does this casing currently have any carrier pipe installed? Is this water main live? If not what stage does the carrier pipe need to be installed?

This casing pipe contains an existing carrier pipe and is a live water main. Removal of the existing carrier pipe is paid under Item SPV.0090.5004 "Remove Water Main". The quantity and stage are shown on Sheet 2019.

76. Where is line #1174 Abandon Temp connection and existing water main located on the plan?

Work related to the Temp Connection is labeled on Sheet 854 as "Remove 50 LF 16" D.I. Water Main" and "Remove and Salvage Tapping Saddle and Valve to Wauwatosa Water Utility". Abandonment of the Temp Connection and the existing water main is addressed in Question 73 above.

77. Where is the removal of the water main in item 1139? Does the plan show location and depth?

Please see Sheets 858 and 2019 and the response to Question #75.

78. Addendum 3 revises Articles 389 and 390, specifically, they now require the contractor to perform all work required under Standard Specifications 502.3.7.1 and 502.3.7.2 on previously constructed structures before applying the modified concrete finish. As the previous contract (Project 1060-33-80) did not relieve the contractor of these finishing requirements within the special provisions, all work required under these two sections should have been required of the previous contractor, therefore, current bidders should not need to include any costs in their bids for this work (on the previously built structures). Is this correct? If not correct, please provide the square feet of patching and repair work required under these two sections that were removed from the previous contract.

Yes, that is correct. Filling of tie rod holes and large cavities, and correcting irregularities as specified in 502.3.7.1 and 502.3.7.2 will have been performed under the contract id 1060-33-80. These requirements will be removed from the contract as part of a future addendum.

79. For the 96" CIP pipe liner, will the contractor be allowed to use a different product from those mentioned?

The department will be making revisions to this article as part of an upcoming addendum.

80. Article 302 describes the pavement cleanup bid item. Will this bid item be paid for pavement cleanup on the Freeway Mainline and ramps as well as pavement cleanup due to the contractors operations such as traffic switches, temporary barrier movements, and bridge demolition?

This item will be used for payment if an active haul route is utilizing IH 41, IH 94, or a service or system ramp. Pavement cleanup does not extend to contract items requiring cleanup, or contract items which include removal and disposal of dust, debris, etc. from roadways as part of construction and/or basis of payment. As an example: removal of residue associated with removing pavement markings, grooving pavement markings, removing bridge, sawing concrete pavement, is included within the basis of payment for those contract items.

81. After reviewing the specs I wanted to email you a note to see if we can get another chemistry of Stainless accepted for the dowels. Reading over the specs I found some things that cannot be achieved in the making of the material at the mill.

The specification will remain as is, as there are two other alternate dowel materials available.

82. We are currently looking at a WisDOT Zoo Interchange; Bridge# B-40-861 and were wondering if we are required to fully assemble girder lines with crossframes attached to verify/check fit-up. We are basically needing to adjust our labor for vertical assemblies to allow for the additional hours that would be involved, if we are required to fully assemble each girder line with crossframes attached. We have looked at the specification and really can't come to a definite conclusion that would answer this question. I would greatly appreciate any information you could provide.

For curved structures, WisDOT does require the cross frames be attached to verify fit-up.