

1. This [question] is regarding the portions of MSE walls on Structure 018-6014 and 018-6020.

For both of these structures, there is a portion of cast-in-place facing with sacrificial fascia and ground reinforcements (a 138-ft. section at the abutment for Structure 6014 and a 167-ft. portion at the abutment for Structure 6020).

What are the controlling special provisions for the sacrificial fascia and the ground reinforcements attached to the sacrificial fascia of these two structures?

Is it the Special Provisions for Mechanically Stabilized Earth Retaining Wall (design life of 75 years) starting on page 149 of the proposal or the Special Provisions for Temporary Mechanically Stabilized Earth Retaining Walls (design life of 3 years) starting on page 159 of the proposal?

RESPONSE: Special Provision for Mechanically Stabilized Earth Retaining Wall has been updated to include design requirements for the sacrificial fascia and soil reinforcement behind the cast-in place facing.

2. FYI, on the plan set, between plan sheet 103 and 105 is sheet 69 rather than 104. This sheet 69 is not the same as the 'other' sheet 69 as well

RESPONSE: Title block has been updated to state sheet 104.

3. I see that the bid quantities for Class B Patches (and associated patching items) do not match tabulated quantities as shown in the summary sheets.

RESPONSE: Summary sheets are correct. Schedule sheets will be updated in Addendum 1 to match.

4. The quantity for WWR does not match the sum of Class B Patches Type III + IV.

RESPONSE: Summary sheets are correct. Schedule sheets will be updated in Addendum 1 to match. However, it is noted that some of the Type III and IV patches will have Geotechnical Reinforcement per D2 Standard 97.4 so WWR was assumed to be placed under the patches that do not have that. WWR will not be the exact sum of Class B Patches Type III + IV.

5. The bid quantity for Class B Expansion Joint does not equal the bid quantity for Deformed Bars for Expansion Joint.

RESPONSE: Summary sheets are correct. Schedule sheets will be updated in Addendum 1 to match.

6. Also, I am not sure that there is sufficient Barrier Base quantity underneath the Concrete Barrier Base, Double Face, 42", Concrete Barrier Variable X-Section, 42" and Concrete Barrier Transition Special.

RESPONSE: This will be addressed in Addendum 2.

7. The bid quantity for the 42" Variable X-Section does not match the tabulated quantity in the summary sheets

RESPONSE: Summary sheets are correct. Schedule sheets will be updated in Addendum 1 to match.

8. The Removal and Disposal of Regulated Substances item in the proposal contains sites referenced by stations and offsets for I-74 EB, I-74 WB, Ramp 7-B and Coaltown Road none of which seem to be included in the Existing Alignment Geometric Data plan pages. Can the Existing Alignment Geometric Data be made available for these roads?

RESPONSE: The requested alignments are already provided in the plans. For existing alignment data for I-74 EB/WB see Sheets 110, 113-115 and 119-123. Ramp 7th-B is the terminology used for the new ramp movement from 7th Avenue to SB I-74. The SP references the existing alignment for this same movement, which is called Ramp 7-S, whose alignment is provided on sheets 110, 113, and 114. Coaltown Road as referenced in the SP is also known as 19th St Northbound. Therefore, the SP references the proposed alignment stationing for the baseline of proposed 19th St Northbound (one-way) which can be found in the plan set on sheets 112 and 117.

9. Cross Sections Pages 1658 – 1664 appear to show the existing top of grade at or above the elevation of the proposed bridge superstructure and do not show a proposed top of grade for the earthwork below the bridge super structure. Can revised cross sections with proposed top of grade for the earthworks below the bridge superstructure and/or match lines with adjacent proposed roads be provided?

RESPONSE: The cross sections on Pages 1658-1664 are cut perpendicular to the proposed alignment. The proposed bridge is skewed and all sections from 93+00 to 97+50 are partial bridge/partial roadway along the cross section cut line. The proposed top of grade below the bridge superstructure is nearly identical to the existing grade and provides little value for earthworks. The earthwork for this area was computed using a surface model, which can be provided with future electronic plans. The grading plans could be used to estimate earthwork for this station range

10. The proposed Detention Basin from Proposed I-74 155+00 to 158+00 shown on page 667 does not have existing contours shown in the area of the proposed detention basin and the available cross sections are only provided every 50'. Can existing contours at 1' increments for this area and/or cross sections at much closer spacing be provided for this area?

RESPONSE: Existing contours added pond area on Page 667 in Addendum 2

11. General Note 1 in the Plans states the following:

GENERAL NOTES:

THE REMOVAL OF BITUMINOUS SURFACING LESS THAN 6 INCH THICKNESS NOT ON A RIGID TYPE BASE REMOVED IN CONJUNCTION WITH THE BASE SHALL BE REMOVED AS EARTH EXCAVATION. THE REMOVAL OF BITUMINOUS SURFACING ON A RIGID TYPE BASE OR A THICKNESS OF 6 INCHES OR MORE ON A FLEXIBLE BASE REMOVED IN CONJUNCTION WITH THE BASE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PAVEMENT REMOVAL OF THE TYPE SPECIFIED.

Some areas listed in the various tabulations for surface removal may be bituminous surfacing less than 6 inches in thickness and not on a rigid base (such as the existing paved shoulder along I-74). How would the removal of those areas which are bituminous surfacing less than 6 inches in thickness and not on a rigid base, but are included in the tabulations and pay quantities for one of the surface removal pay items, be measured and paid for?

RESPONSE: Bituminous items less than 6 inches in thickness and not on a rigid base but which can be classified as a specific IDOT removal pay item shall be paid for as such, which is shown in the schedules and removal plans. The example of existing paved shoulder, is one of those types of items and shall be paid for as "PAVED SHOULDER REMOVAL". The General Note was in reference to miscellaneous bituminous items that may be encountered during excavation, such as portions of a bituminous parking lot pavement or leftover bituminous pieces that may be within the embankment, that do not have a designated pay item as shown in the schedules or removal plans.

12. Should item 81702140 Electric Cable in Conduit, 600V (XLP-Tyoe USE) 1/C NO. 4 be designated as a Specialty Item?

RESPONSE: Yes, this pay item should have an asterisk next to it to designate as a specialty item.

13. Where could I find the plans for proposed bridges SN 081-0177 and SN 0891-0178? Are they in another contract or a future project? Will piles and / or sleeves be in place before MSE wall is constructed? Is there a detail showing the connection between the C.I.P. abutment wall and the MSE walls on SN 081-6014?

RESPONSE: The plans for 081-0177 and 0178 are included in Contract 64C08, which extends from the Mississippi River to 7th in Moline. They can be viewed at <http://apps.dot.illinois.gov/eplan/desenv/061617/01X-64C08/> starting on Sheet 770. I have attached a page from the recent pre-bid meeting presentation that provides some clarification regarding the construction responsibilities and sequencing for the connection between the south abutment of the viaduct structure

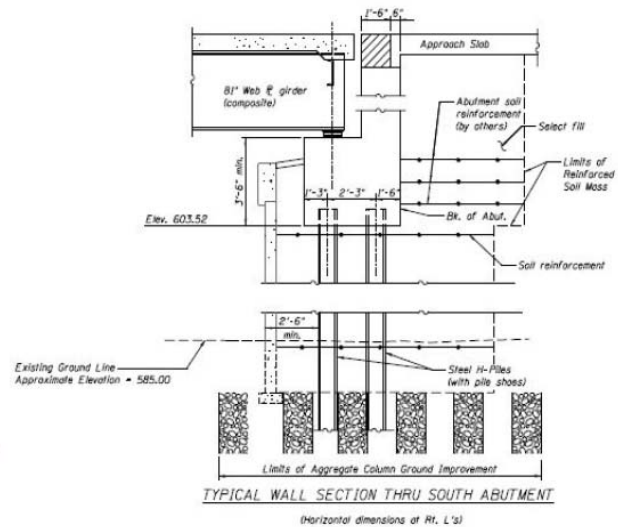
and the MSE walls in this area. Specific details are also noted on Sheets 776 and 896 of the plans noted above, as well as Sheets 1287 and 1290 of the plans for Contract 64E26.

KEY ELEMENTS: COORDINATION W/IL DOT 64C08

Coordination w/IL Contractor 64C08

North End of Contract 64E26: South Abutment of Viaduct

- Contractor 64E26
 - Construct ACGI
 - Construct MSE walls
- Contractor 64C08
 - Drive Piles
 - Construct abutment
 - Grade sub-base
 - Construct approach slab



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14. The earthwork table on sheets 64-67 indicate 25% shrinkage for the excavated soils. Based on our experience, the shrinkage of the insitu soil used for fills is closer to 10%. Please provide geotechnical data supporting the 25% compaction.

RESPONSE: The shrinkage factor indicated in Section 204 of the Standard Specifications is noted as 25%. Therefore that is the value that is applied within this project and any others that the District prepares involving earthwork. We understand that this is noted under the FURNISHED EXCAVATION section of the specs but it remains applicable.

15. It appears that the amount of excess material calculated in the earthwork balance column on sheets 64-67 is understated by 35,000 cy. The excess material calculated is based off of excavation numbers that have been adjusted for shrinkage. Since this material is not being used in fills, it would be more accurate to calculate the excess material prior to shrinkage factors being applied. Please confirm.

RESPONSE: Based on current practices indicated in the standard specifications associated with the use of the EARTH EXCAVATION pay item, shrinkage is applied as noted in the plans.

16. Does the owner claim generator status of all pre-existing materials encountered on the job? Will IDOT be providing their EPA number on manifests?

RESPONSE: A completed form is included in the PSI. You may access this information at <http://apps.dot.illinois.gov/eplan/desenv/092217/051-64E26/ADDITIONAL%20INFORMATION/64E26-051%20-%20Enviro%20-%20PSI/>.

17. Code No. 83800505 "Breakaway device coupling with Aluminum Skirt" is called out in the summary of quantities as a separate pay item from Code No. X0327006 "Roadway Light Pole". Is the breakaway device provided by the supplier of the light pole?

RESPONSE: The breakaway device shall be furnished and installed by the 64E26 Contractor.

18. Is the supplier of Code No. X0327006 "Roadway Light Pole" required to supply the vibration isolation plates and washers for the light poles shown to be installed on the bridge?

RESPONSE: The vibration pads, washers, and leveling plate for light poles mounted on bridges will be supplied by others (light pole supply contractor).

19. Regarding bridges 081-0184 and 0185: Sheet 1150 in General Note 10 mentions that the bridges will come out completely shop painted with the exception of "exterior surfaces and the bottom of the bottom flange of fascia beams". Referring to Sheets 1154, 1175, and 1176, my questions are:

Are girders W10 on WB 081-0184 and E1 on EB 081-0185 considered fascia beams for the purposes of field painting? They may be technically fascia girders, however, there is no exterior exposure for UV rays or public view. Therefore, is the fabricator required to completely paint both sides of girders W10 and E1? The same questions would apply to other bridge fascias as shown on pages 955 and 1094.

RESPONSE: Interior Fascia Beams such as Girders W10 and E1 on SN 081-0184 & 081-0185 shall be have a fluoropolymer top coat field applied per the general note on the structural plan sets. This applicable to the other bridges as well as shown on pages 955 and 1094.

20. Regarding wall 6
- Are the top of exposed panel and top of wall elevations given correct from stations 62+80.86 thru 61+96.09?
 - What is the 3'-6" dimension in that area?

RESPONSE: The 3'-6" dimension is the toe of parapet to top of parapet height. For this wall, that is the typical barrier height except as noted. There is a section of 2'-10" barrier along Ramp 7th-B. See sheet 4 of 34 for barrier heights. See sheet 7 of 34 for more information on the parapet and moment slab configuration.

21. Sheet 1519 and 1532 both show the architectural intent of the Precast Concrete Noise Abatement Wall design utilizing Precast Concrete Columns. There is conflicting information elsewhere in the plans and specifications allowing alternate column types. Please confirm that Precast Concrete Columns are the intended and required post style for this project.

RESPONSE: Precast Concrete Columns are the required post style for the Noise Abatement Walls.

22. The Specifications and Plans for this project limit the Precast Concrete Noise Abatement Wall post spacing to 15'-0" oc max. There would be considerable cost savings if IDOT were to allow larger (20'-6" oc, typ.) post spacing. The formliner details as provided could be extended to maintain the Type A Front/Back and Type B Front/Back pattern as currently shown, only utilizing through larger (and fewer) panels spans. Please advise.

RESPONSE: Posts shall be spaced at 15'-0" on cts. per the contract plans.

23. Please clarify whether the horizontal forces to be resisted by the MSE abutment soil reinforcements are factored, per 2012 AASHTO LRFD, or unfactored/service per 2002 AASHTO ASD. The bridge plans and the MSE wall plans reference two different versions of AASHTO.

RESPONSE: The horizontal forces for the MSE abutment soil reinforcements are the total unfactored service forces per the 2002 AASHTO Standard Specifications in accordance with the MSE wall design specification and special provision.