

**CID #: 19-9004 - Bridging Kentucky Design Build No. 1
Various Counties**

Questions and Answers

Question Number	Question	Answer	Date Answered
1	There appears to be a conflict in the RFQ regarding communication with KYTC personnel. Section 2.4 B. only allows written questions to those in Section 4 (Rachel Mills), but Section 5.1 gives telephone numbers to contact Eric Pelfrey and Rachel Mills. Are prospective team members allowed to call Rachel Mills and Eric Pelfrey regarding prequalification questions or must all prequalification questions be sent to Rachel Mills in writing?	Questions regarding the prequalification requirements listed in the RFQ, as they pertain to this Design-Build contract, shall be forwarded to Rachel Mills as noted in Section 2.4 and will be addressed in this public Q&A document. Questions regarding KYTC's prequalification process for contractors (Rachel Mills) and consultants (Eric Pelfrey) in terms of steps and timelines to meet the requirements of Section 5.1 are not considered project-related, are not subject to Section 2.4, and can be addressed independently with those individuals.	6/6/2019
2	Per the RFP can we ask if the 102 (listed is 100) contract will be split? 1. One firm to be selected for all 2. Will firm(s) be selected to work with a region, or 3. Will there be contracts based on size?	One Design-Build team will be awarded a contract to perform the work for all bridge project sites listed in the RFQ (or as modified by KYTC prior to award). There will not be multiple contracts.	6/6/2019
3	Can you provide Form AOR to be included in the Appendix?	Yes. The form will be posted on the website.	6/7/2019
4	Section 5.3.1.3.C states "This information shall be expounded through resumes provided in Part D." Please clarify that resumes are included in Part C. What resumes are provided in Part D?	Please see Addendum No. 1	6/7/2019
5	Is a DBT complete if a member of its team is currently pursuing prequalification for a major item of work but does not have it at the time the SOQ is submitted?	Section 5.1 requires prequalification in the areas noted in Section 5.1.1 and 5.1.2 by the SOQ due date. Section 5.1 also provides contact information to coordinate completion of this requirement.	6/7/2019

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6	Asphalt and Traffic Control will be determined by final design and phasing of the Project, thus for Major Items of Work C1-Asphalt Paving and I37-Traffic Control, may the prequalified firms to complete this work be provided after the SOQ? Also, due to the spread out nature of this contract the DBT may use multiple firms to complete this work so listing all firms in the SOQ may not be possible.	The RFQ will be modified to eliminate prequalification requirements for major items Asphalt Pavement and Traffic Control. Firms shall be prequalified prior to performing work on the project. Please see Addendum #1.	6/7/2019
7	Does the DBT need to designate a DBE liaison officer with the SOQ? If so, what qualifications or information needs to be provided?	The DBT shall designate a DBE liaison officer in the ITP, with further guidance on qualifications provided therein. Designation of a liaison is not required as part of the SOQ.	6/7/2019
8	Does Appendix A count toward the Page count for Part D?	Appendix A – Form A does not count toward the Page count for Part D.	6/7/2019
9	Can the Cabinet please explain in clear detail what the definitive scope of services will include at the upcoming mandatory prebid meeting on 6/18/19 so that DBTs may assemble an appropriate team as well as address perceived high risk items such as how much of the following work is remaining for the DBT to perform: ROW Acquisition, Environmental including Permitting as well NEPA, Geotechnical, and Hydraulics.	The Instructions to Proposers is currently being developed which will detail the scope of services. Several areas noted may be addressed to the extent of current ITP development in the Pre-Proposal Meeting Presentation. For the purposes of preparing the SOQ, refer to Section 1.2 of the RFQ.	6/14/2019
10	Bridge Replacement: Does replacement mean full replacement of the structures or will partial replacement be allowed?	The structures included in the contract shall be fully replaced. No part of the existing structure may become a part of the new structure.	6/14/2019
11	Coordination with KYTC: Who will the DBT interface with (Central office, GEC, District, etc.)?	The DBT will interface with a management and oversight team assigned by KYTC's Bridging Kentucky Program Manager. The KYTC Project Manager for the contract will be present and identified at the Pre-Proposal Meeting.	6/14/2019

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12	<p>Hydraulics: Many of the bridges appear to be located below the 100 year flood plain. Will the scope of services for bridge hydraulic opening be to match the existing hydraulic opening at all bridge locations? If the new bridge superstructure increases in depth, will the DBT be required to check impacts on the 100 year flood plain?</p>	Guidance and instructions will be provided in the ITP.	6/14/2019
13	<p>Utility Coordination: 1. Will the cost of Utility Coordination Services be included in a lump sum price for the project or will these services be provided on a unit cost or change order basis? 2. Who is responsible for developing utility relocation plans? 3. Are utilities on private property and private service lines to be handled within the right of way process or under Utility Coordination? 4. Who is responsible for the utility relocation cost and As-Built Plans?</p>	The preliminary scope of Utility Coordination & Relocation will be highlighted at the Pre-Proposal Meeting and detailed in the ITP.	6/14/2019
14	<p>Right of Way: 1. Define "Incidental Right of Way Services". 2. Will the cost of Incidental Right of Way Services be included in a lump sum price for the project or will these services be provided on a unit cost or change order basis? 3. Will the DBT be coordinating with the KYTC District Right of Way Office? 4. Will the DBT be responsible for submitting an estimated Just Compensation Values for Right of Way Acquisitions? 5. What will be the process for handling condemnation if required? 6. Who will provide legal services? The DBT? Or the GEC?</p>	The preliminary scope of Right of Way Services will be highlighted at the Pre-Proposal Meeting and detailed in the ITP. Incidental Right of Way Services, as noted in the RFQ, are additional Right of Way costs (acquisition services and payments) for purchasing additional Right of Way beyond that identified in the ITP as completed by KYTC.	6/14/2019

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15	<p>Environmental:</p> <p>1. The RFQ states that the NEPA process will not be completed until next year. Will KYTC complete all NEPA?</p> <p>2. Are tree cutting impacts being considered in the NEPA process?</p> <p>3. Define "Incidental Environmental Studies".</p> <p>4. Will the cost of Incidental Environmental Studies be included in a lump sum price for the project or will these services be provided on a unit cost or change order basis?</p> <p>5. Does Incidental Environmental Studies include providing services to obtain environmental permits that may be necessary for the work?</p> <p>6. Is the DBT responsible for mitigation costs if required?</p>	<p>The preliminary scope of Environmental Services will be highlighted at the Pre-Proposal Meeting and detailed in the ITP. KYTC will complete all NEPA services as detailed in the ITP. Incidental Environmental Services, as noted in the RFQ, are additional environmental investigations and studies required to address impacts from the DBT outside of the clearance areas noted in the ITP and included in the provided NEPA documents.</p>	6/14/2019
16	<p>Maintenance of Traffic:</p> <p>1. During construction of bridges on State Routes, can traffic be diverted onto County Routes and/or Streets?</p> <p>2. Will KYTC provide design standards for detours or temporary diversions?</p>	<p>Requirements for detour routes will be provided in the ITP. Detour routes proposed by the DBT, including any coordination and agreements with local agencies, will be subject to review and approval by the Cabinet. Design standards will be addressed in the ITP.</p>	6/14/2019
17	<p>Geotechnical:</p> <p>1. Will the DBT determine the level of geotechnical exploration needed for the design and the construction of the bridges or will KYTC specify minimum geotechnical requirements?</p> <p>2. Will KYTC provide any geotechnical information when the Instruction to Proposers is provided?</p>	<p>Geotechnical information and requirements will be provided at each bridge site in the ITP. Information may include site observations, drilling logs, or more detailed geotechnical information for some bridges.</p>	6/14/2019
18	<p>Who will perform quality inspection and testing during construction?</p>	<p>Quality inspection and testing will be performed by KYTC and Bridging Kentucky Program Team personnel.</p>	6/21/2019

**CID #: 19-9004 - Bridging Kentucky Design Build No. 1
Various Counties**

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19	Will design reviews be completed by KYTC or the Bridging Kentucky Team?	As KYTC's Owner's Representative, design reviews will be conducted by the Bridging Kentucky Program Team in support of and collaboration with KYTC.	6/21/2019
20	Will KYTC hold one-on-one meetings with the shortlisted DBT's during the procurement?	One-on-one meetings are under consideration and will be addressed in the ITP.	6/21/2019
21	What will be the required design life of the bridges in this project? The website states a goal of 75 years.	The design life shall be 75 years.	6/21/2019
22	Please provide the draft NEPA document for this Project.	The ITP will include NEPA documentation for each bridge.	6/21/2019
23	Please provide the information from the Preliminary Site Assessment for the bridges in this Project.	That information will not be provided. The ITP will include information for each bridge location.	6/21/2019
24	In Section 5.3.1.3 Part C – Design Build Project Team, Part C. states to “List the services not applicable for prequalification categories but which may be performed, and the name of the prime employee(s) or sub-consultant firm name who intend to perform the work.” Should this list include the pre-qualifications not required with the submittal of a Statement of Qualification, but may be needed as indicated in Section 5.1.2, or only services for which no prequalification category exists and may be provided by the DBT?	The list described in Section 5.3.1.3 Part C is for services that are not currently KYTC prequalification categories. If the DBT has identified any such areas, the RFQ requests that the DBT include a list of those prime employees or sub-consultant firms who are intended to perform these services.	6/21/2019
25	For text used in graphical drawings, can the font be less than 11 pt?	Yes. Text in graphical drawings shall be legible.	6/21/2019
26	Can you tell if the project includes and Overhead Sign Structures (i.e., Cantilevers, Trusses, Chords etc.,).	No overhead sign structures are required by this project.	6/21/2019
27	Can KYTC provide the bridge identification numbers associated with the 13 bridges with advanced plans and the 29 bridges with preliminary plans as referenced at the Pre-Proposal Meeting?	The Draft ITP is currently being developed. Preliminary plans will be provided as reference documents at that time.	6/21/2019

**CID #: 19-9004 - Bridging Kentucky Design Build No. 1
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28	Will there be opportunities for individual meetings between proposers and KYTC after the instructions to proposers (ITP) is released?	ITP One-on-One meetings are being evaluated and will be detailed in the Draft ITP.	6/28/2019
29	Will today's presentation be shared with proposers?	Yes. It is posted on the Cabinet's Design Build Projects section: https://transportation.ky.gov/Construction-Procurement/Pages/Design-Build-Projects.aspx	6/28/2019
30	Are all 102 projects in this design-build project included in the list of Bridging Kentucky projects?	Yes.	6/28/2019
31	During the presentation, you said the design-build team (DBT) will be responsible for acquiring additional right of way not detailed in the instructions to proposers. Will KYTC pay for the cost of additional right of way, or will the design-build team be required to pay for any additional right-of-way?	Additional right-of-way needed beyond the limits shown in the ITP drawings will be the responsibility of the DBT.	6/28/2019
32	Are temporary easements being acquired, if necessary, at this time?	Yes. Temporary easements being obtained for a bridge site will be identified in the ITP.	6/28/2019
33	In the presentation, you said the design-build team will be responsible for any additional or unanticipated environmental needs. Can you expand on that?	Environmentally cleared areas will be identified in the ITP. If work is proposed outside of the environmentally cleared areas, the DBT will be responsible to perform necessary field studies for these areas.	6/28/2019
34	To clarify needs around right of way, is KYTC's goal to address, in the instructions to proposers, all of the right of way and environmental needed for the projects?	The ITP will include right of way acquisition and environmental clearance anticipated to complete construction for the projects.	6/28/2019

**CID #: 19-9004 - Bridging Kentucky Design Build No. 1
Various Counties**

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35	Will the design-build team be required to do a full hydraulics analysis for each project? Will the instruction to proposers include detailed information on hydraulics requirements?	Various levels of required hydraulic analysis will be detailed in the ITP. The goal of the program is to replace each bridge with approximately the same hydraulic opening as the existing bridge. Some projects will require detailed hydraulic analysis and some projects will require a more general Level 1 hydraulic evaluation.	6/28/2019
36	For utilities, what will be provided in the instructions to proposers? A) What would mapping include? B) Will field surveys be included?	An approximate listing of utility contacts and some utility mapping. A) Any mapping available from the utility companies will be provided. B) Some bridges may have utility information included in the survey. The DBT will be responsible for confirming all utilities.	6/28/2019

**CID #: 19-9004 - Bridging Kentucky Design Build No. 1
Various Counties**

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37	<p>This question relates to Question 17 in the Q&A, seeking clarifications on geotechnical needs.</p> <p>A) Does the program team already have geotechnical information and boring information for each of the bridge projects?</p> <p>B) Is it up to the design-build team to determine if they have enough geotechnical information?</p> <p>C) Will each bridge have a list identifying what the geotechnical engineer still needs to do?</p> <p>D) When we get the IPT, can the DBT make a recommendation that they rest at what is included in ITP or that they will do additional geotechnical work?</p> <p>E) Per Bridge?</p>	<p>A) Geotechnical information will be provided for each bridge in the ITP, ranging from site observations to boring logs. Borings are not provided at all bridge sites.</p> <p>B) Yes. Minimum geotechnical engineering requirements to be performed by the design build team will be included in the ITP.</p> <p>C) No. Geotechnical engineering requirements to be performed by the design build team will be included in the ITP.</p> <p>D) No, they cannot rest on what is included in the ITP. Geotechnical engineering requirements to be performed by the design build team will be included in the ITP. Geotechnical prequalifications are included in the RFQ based on the expectation that the DBT will be performing geotechnical work on the project.</p> <p>E) Geotechnical requirements of the DBT will included in the ITP at a project-wide level.</p>	6/28/2019
38	Will inspection work be part of the design-build contract?	No. KYTC and the Bridging Kentucky Program Team will perform construction inspection.	6/28/2019
39	Will the Design Build Team be responsible for the erosion control /BMP inspections?	Requirements for any special inspections beyond the typical construction inspection performed by the cabinet will be included in the ITP.	6/28/2019
40	To illustrate experience in the statement of qualifications, should procurements including multiple projects be counted as multiple projects or a single project?	Experience that includes multiple projects in a single contract can be listed as a single project in the SOQ.	6/28/2019
41	Is there room in this proposal for alternate design concepts?	An alternative technical concepts process will not be utilized for this project.	6/28/2019

**CID #: 19-9004 - Bridging Kentucky Design Build No. 1
Various Counties**

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42	During the design-build process, as the design-build team completes plans and submits to KYTC for review, will the Cabinet have a firm commitment for how long it will take to review and return those plans to the design-build team?	The ITP will detail review timeframes.	6/28/2019
43	Will the general engineering consultant participate in reviews of plans?	The general engineering consultant team will participate in the reviews in support of the Cabinet.	6/28/2019
44	Will KYTC consider providing a draft ITP to help the proposers make a decision on whether to submit a SOQ?	No. The Draft ITP is under development and will be provided to the shortlisted teams on July 15, 2019.	6/28/2019
45	Have you determined how many teams will be on the shortlist?	No, the number of shortlisted teams will be determined by the Cabinet during the evaluation of the DBT Statement of Qualifications.	6/28/2019
46	Will you consider adjusting the dates between the release of the instructions to proposers and the deadline for technical proposals?	Not at this time.	6/28/2019
47	Will the general engineering consultant participate in selection of the design-build team?	No.	6/28/2019
48	After the short listing, will the selection of the design-build team be based on the lowest bid?	The RFQ identifies this as a Best Value selection. Details will be provided in the ITP.	6/28/2019
49	Are DBT teams submitting Statement of Qualifications required to acknowledge receipt of RFQ, Addenda and responses to questions?	Yes. Form AOR is posted is posted on the Cabinet's Design Build Projects section: https://transportation.ky.gov/Construction-Procurement/Pages/Design-Build-Projects.aspx	6/28/2019
ITP PHASE			
50	Does the e-builder folder labeled "Reference Documents" contain all available Reference Information Documents (RID's) as described in Section 1.2 of the Draft ITP? Are credentials required to access RID's?	All RID's will be available in the "Reference Documents" folder on the e-builder link provided in the shortlist notification letter sent to each shortlisted DBT on July 15th, 2019. No additional credentials are needed to access this information.	7/19/2019

**CID #: 19-9004 - Bridging Kentucky Design Build No. 1
Various Counties**

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51	How will shortlisted DBT's be notified if/when information on the e-builder site is updated?	In order to be increase efficiency and limit confusion with review of RID's, shortlisted DBT's will be notified by email when updates occur. A spreadsheet will also be located in the Reference Documents folder that will provide tracking of changes to RID'S.	7/19/2019
52	How will DBT's be notified of changes and/or updates to the Draft ITP?	Updates to the Draft ITP, if needed, will be provided bi-weekly beginning on July 26th, 2019 on both the Construction Procurement webpage and in the ITP folder located at the e-builder link provided in the shortlist notification letter sent to each shortlisted DBT on July 15th, 2019. As a courtesy and for DBT convenience, a "redline" version of the ITP will be provided in the Reference Documents folder that will show tracked changes to the Draft ITP.	7/19/2019
53	Section 2.1 Mandatory Pre-Proposal Meeting of the Instructions to Proposers says the meeting is mandatory for the DBT's Project Manager, DBT's Design Project Manager, DBT's Structures Lead, and the DBT's Utility Relocation Manager. Is the meeting open to any other representative of the DBT?	The Mandatory Pre-Proposal Meeting is open to any member of the DBT team, but only mandatory for those team members identified in the ITP.	7/26/2019
54	Have any bridges been added or deleted to the overall bridge list?	Yes. One (1) bridge has been removed. That bridge is 118B00070N. Five (5) additional bridges have been added and will be provided in the next ITP update on August 9th, 2019.	8/1/2019
55	Section 13.1.4 - The ITP states that the proposal is limited to 35 pages 8.5" by 11" format. Will KYTC permit the substitution of (1) 11" by 17" page for (2) 8.5" by 11" pages?	Yes this will be allowed.	8/2/2019

**CID #: 19-9004 - Bridging Kentucky Design Build No. 1
Various Counties**

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56	Section 9.5 - The ITP states that four bridges have been identified as impacting Special Use Waters and that the DBT's Interim plan submission will be provided for USFWS approval. What is the expected duration from submittal to approval by USFWS?	Clarification will be provided in the next ITP update on August 9th, 2019.	8/2/2019
57	Section 12.2.4.2 – Level 1 Hydraulic Assessment: Can KYTC provide criteria that constitutes: “documented flooding problems”?	Clarification will be provided in the next ITP update on August 9th, 2019.	8/2/2019
58	Section 12.2.4.2 - Level 1 Hydraulic Assessment: Does “flooding problems” pertain to the effects of floodwater to the bridge itself or does it seek to establish the bridge in question as the cause of flooding issues to adjacent properties?	Clarification will be provided in the next ITP update on August 9th, 2019.	8/2/2019
59	Section 12.2.4.2 – Level 1 Hydraulic Assessment: What entity has the authority to conclusively answer the questions either “yes” or “no” and what is the proper form of documentation?	Clarification will be provided in the next ITP update on August 9th, 2019.	8/2/2019
60	Section 14.2.1 – Please define the requirements of "Draft Bridge Hydraulic Reports".	The Bridge Hydraulic Report is described in Section 14.2.3.1.	8/2/2019
61	Section 14.2.2 – Please define the requirements of "Final Bridge Hydraulic Reports".	The Bridge Hydraulic Report is described in Section 14.2.3.1.	8/2/2019
62	Section 14.2.2 - The ITP states that the Final Review Plan Deliverables shall include: #2: Complete structure plans and #4: Follow guidance for Stage 1 Final Plan Submittal in KYTC Structural Design Guidance Manual. Please define the requirements of complete structure plans.	Clarification will be provided in the next ITP update on August 9th, 2019.	8/2/2019
63	Section 14.2.2 - The ITP states that the Final Review Plan Deliverables shall include: #3: Final approved geotechnical report or recommendations and #10: Geotechnical report. Please confirm Final Review Plan Deliverable requirement for Geotechnical Design.	Clarification will be provided in the next ITP update on August 9th, 2019 to remove redundancy. The Final Geotechnical Report or recommendation shall be submitted with the Final Plan submission.	8/2/2019

**CID #: 19-9004 - Bridging Kentucky Design Build No. 1
Various Counties**

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64	Section 14.3, B. Post-Construction - Please define the requirements of item B.1. "As-built" plans	Clarification will be provided in the next ITP update on August 9th, 2019.	8/2/2019
65	Section 6.2 – We assume maintenance of each bridge prior to acceptance does not include snow and ice removal. Please confirm this.	Correct, snow and ice removal will not be the responsibility of the DBT.	8/2/2019
66	Section 11.1.2.6 Utilities Abandonment and Removal – “As applicable to work being performed by the DBT, the DBT shall make all arrangements and perform all work necessary to complete each abandonment or removal (and disposal) of a utility in accordance with the approved utility agreement.” Since the extent of utility abandonment will not be known until the utility agreement is executed, we assume all costs of the abandonment will be a part of the reimbursement by KYTC within the allowance for utility relocations. Please confirm this.	Costs for abandonment and removal included in an accepted utility agreement will be reimbursed in accordance with the ITP.	8/2/2019
67	Section 13.1.2.1 Part A discusses closed bridges as a priority and reference Appendix K for a list of closed bridges. Appendix K has a list of Priority Bridges. When cross referencing the Priority Bridge list and the Traffic Impact Time Allowable Detour list, not all bridges are closed. Clarify if the Priority Bridges are considered full closure with off-site detours allowed.	Clarification will be provided in the next ITP update on August 9th, 2019.	8/2/2019
68	Section 10.1 –“KYTC will acquire all right of way and easements as shown on the ITP plans by June 1, 2020.” Appendix K lists 3 bridges with a priority opening date of July 1, 2020 and a Right of Way Status of “Not Clear.” Please confirm the date for right of way clearance for the 3 – July 1, 2020 priority bridges such that there is sufficient time to design and construct the bridge prior to the July 1, 2020 deadline.	The Final ITP will include more accurate dates for ROW clearance. If needed, open to traffic dates may be adjusted.	8/2/2019

**CID #: 19-9004 - Bridging Kentucky Design Build No. 1
Various Counties**

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69	Section 11.1.2.1 – “Please be advised that the DBT, as part of the review and acceptance for the Utility Agreement by KYTC, shall be responsible for obtaining an Encroachment Permit from KYTC for all utility relocation work to be done within the public right-of-way.” Please confirm that costs of work required by the approved Encroachment Permit will be a part of the reimbursement by KYTC within the allowance for utility relocations.	Yes, this is a reimbursable cost.	8/2/2019
70	Section 11.4.2 Inspection of Utility Owners’ Construction - Please confirm that costs of work required by this section to inspect the utility adjustment work will be a part of the reimbursement by KYTC within the allowance for utility relocations.	If inspection is included in the Utility Agreement accepted by KYTC, this cost will be reimbursable.	8/2/2019
71	Section 11.4.3 – Last sentence states: “Other than utility relocation costs contained in the lump sum bid amount for the project, KYTC will not provide any additional monetary compensation or time extensions for delays caused during the relocation of any utility.” Should this be “Other than utility relocation costs reimbursed within the utility relocation allowance, ... “?	Clarification will be provided in the next ITP update on August 9th, 2019.	8/2/2019
72	Section 12.6.2 – “B. The minimum bridge roadway width between curbs/plinths/railings is shown in Appendix N.” Appendix K, not Appendix N, contains this information.	Correction will be made in the next ITP update on August 9th, 2019.	8/2/2019
73	Section 13.2.1 Bid Bond – This section has a link to Form TC 2014-14. Appendix A has a document named “Bid Bond”? Please confirm that Form TC 2014-14 is the correct form to use.	Clarification will be provided in the next ITP update on August 9th, 2019.	8/2/2019

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Various Counties**

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74	Section 13.0 – “For comparison purposes, the Awards Committee shall prepare a cost estimate based upon information provided by the DBT in the proposal submittal. For acceptance purposes, the KYTC may use this estimate to accept or reject any or all proposals.” Is the proposal submittal that KYTC will use for the cost estimate information in the technical proposal?	Clarification will be provided in the next ITP update on August 9th, 2019.	8/2/2019
75	Section 12.1.7 – With the exception of existing gravel or chip sealed roadways, can KYTC provide typical section for bituminous paving so that replacement paving is consistent between all bridge locations?	Revised Answer: The DBT shall utilize the resources listed in Section 12.1.7.	8/8/2019
76	Section 12.1.11 – “The DBT shall inventory, remove and replace existing signs impacted by the proposed construction.” We assume existing load restriction signs will be removed and remain the property of the contractor. Please confirm.	Yes, existing load restriction signs will remain the property of the contractor.	8/2/2019
77	Section 12.7.2 – “Gabion basket retaining walls shall not be permitted for permanent construction.” A gabion basket retaining wall has been used on another Bridging KY project where the stream parallels the existing roadway. Will KYTC reconsider the use of gabion basket retaining walls for this situation?	At this time, the ITP will not be changed to allow the use of gabion basket retaining walls.	8/2/2019
78	Please list the additional five (5) bridges being added to this Design Build No 1 project.	The following bridges will be added: 097C00016N, 026C00099N, 048C00013N, 066B00027N, 067C00007N	8/2/2019
79	What will be updated on R/W during the ITP updates? Will the limits change?	Generally, it will only be the clearance schedule unless changes are needed to the ITP right of way limits.	8/2/2019
80	Do we expect any railroad agreements on the project?	There are no railroad bridges on the list, but some projects are in close proximity to railroads.	8/2/2019

**CID #: 19-9004 - Bridging Kentucky Design Build No. 1
Various Counties**

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81	Can you address why the DBT needs to list so many more positions than advertised in the ITP as opposed to the SOQ? Projects are so small one person could do multiple roles. Refer to page 85-87 in the ITP.	Individuals may perform multiple roles for the DBT.	8/2/2019
82	Given new bridges are expected to be added to the project, will the contract completion be extended?	No.	8/2/2019
83	Will KYTC provide one document for what is required for the price proposal since it is now in several locations and appendices?	Section 13 addresses the required documentation for the price proposal. Please refer to the ITP.	8/2/2019
84	Who will be reviewing the interim and final plans? KYTC and/or the BKPT?	All submittals will be distributed to the appropriate discipline leads of the BKPT for review and comment prior to KYTC review, comment, and acceptance.	8/2/2019
85	Will a geotechnical document be required with each plan submittal?	Yes.	8/2/2019
86	How will changes to the NEPA commitments be compensated?	This will be addressed on a project by project basis.	8/2/2019
87	Have surveys been completed to determine if endangered species are present?	Yes.	8/2/2019
88	Will the DBT be required to use KURTS?	No.	8/2/2019
89	For the bridges identified in the ITP which require a CLOMR and/or LOMR, has the hydraulic analysis for those projects been approved by KYTC and FEMA?	No.	8/2/2019
90	Will the two-month review period for FEMA still be applicable on this project?	Yes.	8/2/2019
91	Will KYTC submit the plans and fee to FEMA for review?	Yes.	8/2/2019
92	Will the right of way status and parcel report be updated monthly?	Yes, it is being updated on a weekly basis and placed on e-Builder.	8/2/2019
93	Will KYTC provide the deeds for parcels acquired?	Yes.	8/2/2019
94	Will questions continue to be updated as they are received or only during bi-weekly ITP updates?	Questions and answers will continue to be updated as they are received.	8/2/2019

**CID #: 19-9004 - Bridging Kentucky Design Build No. 1
Various Counties**

Questions and Answers

Question Number	Question	Answer	Date Answered
95	Will the ITP updates show all changes made since the original?	Revised Answer: During each ITP update, a clean version will replace the previous version along with a red-line copy showing what has changed since the previous update.	8/8/2019
96	Do the requirements for Campaign Finance, Conflict of Interest, and Violation of Tax and Employment Laws (for example) that need to be included in the Technical Proposal count towards the page limit? Or may they go in a Appendix and not count towards the 35 page limit?	These documents may be attached in the Appendix section and will not count toward the 35 page limit.	8/8/2019
97	Section 12.7.1 of the ITP states 14 calendar days for the review and approval from KYTC for Geotechnical reports. Section 12.7.2, Section C states 14 business days. Please confirm KYTC's geotech review period.	Section 12.7.1 and 12.7.2 will be modified with the next ITP update on August 9th, 2019 to acknowledge 10 business days.	8/8/2019
98	A majority of roads for this project do not have posted speed limit signs. According to the Railing Test Level Selection Criteria, TL-3 should be used when posted speed limit is above 45 MPH. If no posted speed limit sign, and all other criteria are met, we assume a TL-2 is acceptable. Please confirm.	Clarification will be provided in the next ITP update on August 9th, 2019.	8/8/2019
99	Appendix K lists bridges where an offsite detour will be allowed. Through our research there are at least 3 detours that have questionable offsite detours available through obsticals such as private property and break in ROW access: 098C00106N 060C00058N 098B00017N Please review and update Appendix K if necessary as to allowable detours.	These locations will be reviewed and, if needed, Appendix K will be revised.	8/8/2019

**CID #: 19-9004 - Bridging Kentucky Design Build No. 1
Various Counties**

Questions and Answers

Question Number	Question	Answer	Date Answered
100	<p>Through our research there are at least two bridges that contain permanent features outside the procured ROW. Please confirm it is KYTC's intent to include these features outside of the permanent ROW.</p> <p>066C00060N 098C00106N</p>	<p>066C00060N - Please review preliminary plans shown in Reference Folder, as all features are shown inside existing ROW or temporary easement. Please note that a portion of the county route is inside of KYTC ROW limits of US 421.</p> <p>098C00106N - The preliminary plan ROW limits will be reviewed for accuracy. Reference documents will be revised, if necessary, and notification sent out to all DBT's.</p>	8/8/2019
101	<p>Rip rap limits for scour protection can vary widely based on engineering judgement. We think it would be prudent for KYTC to provide criteria for scour protection that all design build teams can follow in order to meet design intent and future maintenance goals.</p>	<p>Clarification will be added to Section 12.2.7 and provided in the next ITP update on August 9th, 2019.</p>	8/8/2019
102	<p>Will there be any specific insurance requirements for the Design Build Teams outside of the standard spec requirements.</p>	<p>No, the current edition of KYTC Standard Specifications outlines the insurance requirements.</p>	8/8/2019
103	<p>Please clarify: Bridge List says bridge description for 097C00032N is Haddock Fork, but the existing project data sheet says over Grapevine Creek.</p>	<p>The bridge description should read "Haddock Frk Rd Over Grapevine Creek". Correction will be made to Appendix D with the next ITP update.</p>	8/13/2019
104	<p>Please clarify: Bridge List says bridge description for 066C00040N is CR1557, but the existing project data sheet says CR1140.</p>	<p>CR 1140 is the correct roadway. Correction will be made to Appendix D with the next ITP update.</p>	8/13/2019
105	<p>Please clarify: Bridge List says bridge description for 067C00050N is over Turkey Creek, but the existing project data sheet says over Line Fork.</p>	<p>The bridge description should read "Campbell Town Rd Over Line Fork". Correction will be made to Appendix D with the next ITP update.</p>	8/13/2019
106	<p>Please clarify: Bridge List says bridge description for 080C00053N is Willis Dials Road, but the existing project data sheet says Dan's Branch Road.</p>	<p>The bridge description should read "Dan's Branch Road Over Pigeonroost Fork". Correction will be made to Appendix D with the next ITP update.</p>	8/13/2019

**CID #: 19-9004 - Bridging Kentucky Design Build No. 1
Various Counties**

Questions and Answers

Question Number	Question	Answer	Date Answered
107	It's understood that a previous question was answered allowing a single 11 x 17 that would count as two pages, can the DBT provide more 11 x 17 pages understanding that each would count as two pages.	Yes, the DBT may provide 11x17 pages with the understanding that each 11x17 would count as two pages.	8/19/2019
108	Are two signatures required with the Technical Proposal and if so how many originals of the 12 bound versions are required?	Revised Answer: Please refer to Section 13.1, which requires an original signature signed in blue ink by an authorized representative of the DBT. Only one (1) original is required of the 12 bound versions.	9/6/2019
109	Section 6.2 of the ITP states that the Contractor will be responsible for the maintenance of each bridge from mobilization unit a notice of acceptance has been issued for the specific bridge. Notice of acceptance in this case is not a defined term; please clarify if this "notice of acceptance" is the same as the Project Completion Notice defined in the Standard Specifications.	A Notice of Acceptance is acknowledgement by KYTC that an individual bridge has been completed in reasonably close conformity with the contract and the DBT is relieved of responsibility for the bridge. Clarifying verbiage will be added to Section 6.2 of the ITP.	8/19/2019
110	Will the process for Final Inspection and Acceptance of Work outlined in the Standard Specifications under section 105.12 apply for each bridge on this Project to allow the bridges to be closed out during the course of the Project? And will the same process of punch lists and FHWA Final Inspection occur for each bridge?	Yes.	8/19/2019
111	Please clarify if Section 7.4 Final Payment of the ITP is in regards to each bridge. The DBT assumes that it is and that the required submittals for Final Payment will be submitted and approved as bridges are complete.	Section 7.4 references the last payment request for the overall project. Even after a Notice of Acceptance has been issued for a bridge, the DBT will still be assigning ongoing costs such as field office expenses until a Final Payment request.	8/19/2019

**CID #: 19-9004 - Bridging Kentucky Design Build No. 1
Various Counties**

Questions and Answers

Question Number	Question	Answer	Date Answered
112	With regard to Specification 107.14 Contractor's Responsibility for Work, states that until the Department makes final written acceptance of the Work, the Contractor is responsible for the Work and shall bear the expense of such repairs, with exceptions for unforeseeable causes beyond the control of and without fault or negligence of the Contractor. Please confirm that risk of loss for each bridge ends upon acceptance of the bridge by the Department, versus overall Project Completion.	The DBT's responsibility for an individual bridge ends with KYTC issuing a Notice of Acceptance for that bridge.	8/19/2019
113	The revised ITP states that "The DBT shall not have any more than 20 concurrent reviews submitted/and or occurring at one time" and that the reviews will consist of no more than 12 interim and 8 final reviews, totaling 20 concurrent reviews. It is the DBT's assumption that KYTC's RFC Plan review is not included in the 20 concurrent reviews please clarify if that assumption is correct. Please also confirm if KYTC anticipates the RFC review to be 10 business days from receipt to review complete.	Section 14.2 will be revised to allow 15 RFC Submittals for review along with 12 Interim and 8 Final. DBT may request alternate submittal count, if needed, for approval by KYTC.	8/19/2019
114	The reference document changes log states that bridge folders have been added to e-builder for the 5 additional bridges, it does not appear that they have been posted, is there an anticipated date when the reference material will be provided?	The additional projects should be posted on Monday August 19th, 2019.	8/19/2019

**CID #: 19-9004 - Bridging Kentucky Design Build No. 1
Various Counties**

Questions and Answers

Question Number	Question	Answer	Date Answered
115	<p>Appendix K lists bridges where an offsite detour will be allowed, and newly added 066B00027N is listed as NO full closure with detour allowed. Through our research, this bridge lies on the potential detour route for 066C00092N which is a bridge listed as YES full closure with detour allowed in Appendix K. It would appear that a detour for this bridge would be acceptable. Please confirm.</p>	<p>Revised Answer: Bridge <u>066C00092N</u> has an allowable detour route utilizing Jettie Lane, however, Bridge <u>066B00027N</u> does not have an allowable detour route. Appendix K will be revised to reflect this decision.</p>	9/6/2019
116	<p>Any on-site diversion with vertical grades in excess of 10% shall be paved. The pavement design shall meet or exceed that prescribed in section HD1001.12 of the KYTC Highway Design Guidance Manual. Does the pavement design criteria in section HD 1001.12 only apply to diversions with grades in excess of 10%? Can diversions with vertical grades less than 10% be Traffic bound base (approximately 6 to 8 inches) if less than 400 Average Daily Traffic (ADT), but a service life of greater than 30 days, but less than 60 days?</p>	<p>Yes, TBB may be utilized for diversions with vertical grades less than 10% if ADT is less than 400 with a service life greater than 30 but less than 60 days. KYTC will require dust control as needed.</p>	8/19/2019
117	<p>13.1.2.1 states "Included a bridge specific schedule to clearly demonstrate the DBT approach for completing the project, with bridges shown in Appendix K (High Priority Bridges) as a priority." Please clarify if the schedule counts towards the 35 page count so the DBT may gauge the level of detail to be provided in the schedule for the Technical Proposal.</p>	<p>The schedule will be allowed on 11x17 and will not count toward the 35 page limit.</p>	8/19/2019
118	<p>For the design of pavement and other components, the ADT per bridge location will be needed, can the DBT assume that the ADT's provided on the existing project data sheet be used for this determination?"</p>	<p>No. The DBT will need to verify the ADT. The DBT may utilize KYTC's Data Mart for this information.</p>	8/19/2019

**CID #: 19-9004 - Bridging Kentucky Design Build No. 1
Various Counties**

Questions and Answers

Question Number	Question	Answer	Date Answered
119	Please expand on and clarify when TL-2 bridge railing can be used on county bridges with no posted speed limit.	TL-2 Bridge railing may be utilized with DBT documentation, approved by KYTC through the RFI process, that the operational speed at the bridge is less than 45 mph. Elements of this documentation may include speed studies.	9/3/2019
120	Bridge 098B00036N - Pike Co. There seems to be no connectivity to other pedestrian facilities on either side of this bridge. Will sidewalk be required on this bridge?	Yes, sidewalk will be required.	9/3/2019
121	Section 12.7.2 requires the Draft Geotechnical Report to be submitted 14 business days prior to the Interim Plan Review submittal which will more than likely drive the entire design schedule. Would KYTC consider for the priority bridges at a minimum allowing the Draft Geotechnical Report to be submitted with the Interim Plan Review Submittal in order to streamline the design review process?	No. The Draft Geotech report needs to be submitted 14 days before the Interim Plan submittal.	9/6/2019
122	The KYTC Structural Design Manual states, "when the subsurface exploration indicates that point-bearing piles are appropriate, use steel HP 12x53, HP 14x73, or HP 14x89." Is the DBT required to use one of these three sizes or can it use other sizes or types since they aren't specifically precluded, provided other design requirements are met?	Sizes used that are not currently approved by KYTC will need KYTC approval.	9/6/2019

**CID #: 19-9004 - Bridging Kentucky Design Build No. 1
Various Counties**

Questions and Answers

Question Number	Question	Answer	Date Answered
123	Clarification was provided for bridges without a posted speed to utilize the statutory speed limit for determination of test level; however, the statues also require subjective interpretation or engineering judgement as to what is classified as a residential or business district or what is determined to be prudent and reasonable speeds. Can KYTC provide further clarification as to the speed or test level determination at each bridge so the DBT may evaluate the several design components that are affected by speed including bridge rail, guardrail, and roadway geometry?	Further clarification will be listed in the Final ITP.	9/6/2019
124	Bridge 098C00028N - Reference drawings indicate that the existing temporary on-site diversion at this bridge is to be used for construction and at the end of construction the pipe are returned to Pike County; however, this diversion lies outside the Environmentally Cleared Area; please clarify if the DBT can utilize this diversion and if the environmentally cleared area will be updated?	Yes. The DBT can use this diversion. A CAP note will be added to the Final ITP to return the pipes to the County. The environmentally cleared area will be updated prior to December 1st, 2020 to address any potential concerns for diversion/pipe removal.	9/6/2019
125	Bridge 066C00092N - During the 8/23 ITP updated this bridge was changed from Off Site Detour - YES to NO. This bridge is currently closed; however, appears to be in use by residents; since the bridge is currently closed, the DBT would assume that an alternate access route exists and the bridge can be constructed in it current location with out an MOT Method such as on-site diversion or realignment. Please confirm if this can be assumed or if the DBT should assume an on-site diversion or realignment, and with KYTC begin the ROW or Easement process to accomodate.	Upon further review, Jettie Lane is an approved detour for 066C00092N. Appendix K will be revised to Yes for Full Closure with Detour Allowed. Question and Answer 115 will be revised to reflect this change as well.	9/6/2019

**CID #: 19-9004 - Bridging Kentucky Design Build No. 1
Various Counties**

Questions and Answers

Question Number	Question	Answer	Date Answered
126	Bridges 098C00035N and 098C00106N -These locations include existing retaining walls adjacent to the bridges that would tie into the proposed structures; however, the existing retaining walls would not appear to be in satisfactory condition to support the earth around the bridge for the required 75 year design life. Should the DBT assume that existing conditions such as these should be removed and replaced to meet the design life and intent of the project?	098C00035N - The entire gabion wall will be removed but the retaining wall will be left in place. See photo (attached to the bottom of this document) for limits. 098C00106N - See photo (attached to the bottom of this document) for limits.	9/6/2019
127	Section 12.1.12 part F - This section provides for the roadway geometry of the on-site diversions to meet the existing approach roadway width and where school bus traffic is anticipated to have horizontal and vertical geometry that can accommodate the school bus. Are there other design requirements such as speed, geometry, or clear zone protection that the DBT will be required to follow?	DBT must demonstrate that diversion roadway meets or exceeds existing conditions.	9/6/2019
128	Section 12.1.11 - The DBT shall inventory, remove and replace existing signs. Is it KYTC's intent to replace with new signs or reuse the existing signs?	Yes. The existing signs will be replaced with new signs.	9/6/2019

**CID #: 19-9004 - Bridging Kentucky Design Build No. 1
Various Counties**

Questions and Answers

Question Number	Question	Answer	Date Answered
129	<p>Section 12.2.4.1 - For bridges located in a Zone AE Floodway, FEMA may require a map revision (CLOMR/LOMR) and updated hydraulic model due to the change in structure even if a larger opening and "No Rise" certificate is provided; however, the ITP and Drainage Summary Checklist indicate that the map revision process will only be required in the case where a "No Rise" cannot be provide. Please confirm that the DBT will not need to enter into the CLOMR/LOMR process when a "No-Rise" is achieved? In addition, this regulatory process can many times take much longer than the two months indicated in the ITP, has KYTC developed and expedited process with FEMA and Local Floodplain Administrators to accommodate a map revision if needed?</p>	<p>If a "No Rise" is achieved, no CLOMR is required.</p> <p>The two months are for review of the submittal to ensure it is complete and able to be accepted by FEMA when submitted. The LOMR process is described in the ITP.</p>	9/6/2019
130	<p>Section 12.2.4.1 - Will the submittal of a No Rise Certification to KYTC, the Local Floodplain Administrator, KYTC Central Office Drainage, and KDOW require a review and approval timeframe in order to proceed with design and construction, or can the DBT assume this is just provided for record?</p>	<p>The submittal is for the record.</p>	9/6/2019
131	<p>Section 12.2.4.2 - The questions provided to determine the need for a Level 2 Analysis only indicate that bridges located in a Zone AE FEMA study are required to have a Level 2 Analysis, please confirm if bridge in Zone A which is a FEMA mapped zone are only required to have a Level 1 Analysis provided answers to the other questions are No.</p>	<p>Yes.</p>	9/6/2019

**CID #: 19-9004 - Bridging Kentucky Design Build No. 1
Various Counties**

Questions and Answers

Question Number	Question	Answer	Date Answered
132	Section 9.5 - Can KYTC provide any additional information or known permit requirements regarding the four bridges identified as Special Use Waters with threatend and endangered species, as they may include seasonal restrictions or additional work that the DBT will have perform in order to comply with the permits. In addition, can KYTC identify the other remaining nine bridges that are located on Special Use Waters that will require site specific permits and any known permit restrictions or requirements that may be in additon to the NW3 Permit?	Further clarification will be listed in the Final ITP	9/6/2019
133	Appendix F includes special notes on Liquidated Damages for diversions, detours, and phased construction. Can KYTC better define how traffic impact time will be accounted for on realignment bridges specifcally when time will start and stop?	Further clarification will be listed in the Final ITP	9/6/2019
134	Will the document General Provisions for KYTC Professional Services Contracts 10-18-2011 (Rev. 11/18/11) be specifically incorporated into, or applicable for this Design Build Project contract? If not, what other General Provisions will be used to govern the Professional Services?	See Section 7.0 General Provisions for the Scope of Work.	9/6/2019

**CID #: 19-9004 - Bridging Kentucky Design Build No. 1
Various Counties**

Questions and Answers

Question Number	Question	Answer	Date Answered
135	<p>“The DBT shall use good faith efforts to finalize a utility agreement with each affected utility owner within a reasonable time period after issuance of NTP.” The amount of time typically required to complete an agreement language approval, a utility agreement, a utility relocation cost estimate, and a utility relocation design can range between 180 and 210 calendar days in many cases or potentially longer, this is with the assumption the public utility governing policy will allow them to complete and agreement with a private firm. Considering this timeframe for the utility process, the completion of High Priority bridges, especially those listed for opening by July 1, 2020 is of concern. While the high priority bridges will be the DBT's focus, will KYTC update or reanalyze the completion deadlines for the high priority bridges once final information is obtained about utilities and their relocation duration?</p>	<p>KYTC will evaluate the high priority bridges and update or reanalyze the completion deadlines for them once final information is obtained about utilities and their relocation duration is determined.”</p>	9/6/2019
136	<p>The utility guidance manual states, “All pipe installations greater than 2 inches in diameter must be encased.” There are several different utilities throughout the project that do not meet this standard. It is our understanding that the intent of the project would be to minimize utility relocations and the DBT would not be required to update or upgrade existing utilities to meet this manual. For example Bridge 066C00020N has a 4” PVC waterline that is not encased. The existing waterline is clear of the bridge, but will not meet the requirements of the manual. Is KYTC going to require utilities only in violation of this manual and not in conflict with the proposed bridge to be relocated?</p>	<p>Please review the ITP for Utility Adjustment requirements and general provisions for the scope of work.</p>	9/6/2019

**CID #: 19-9004 - Bridging Kentucky Design Build No. 1
Various Counties**

Questions and Answers

Question Number	Question	Answer	Date Answered
137	We have examined flood study data provided by KYTC in the Reference Documents and flood study data from FEMA. For bridges that the effective models can't be located, will a new existing model suffice, or should a duplicate effective model be attempted to be created? Same question for the ones that have an effective model but only scanned pdf copies of the printouts are available.	If FEMA, DOW, KYTC and any other agency/firm associated with the model cannot locate an effective model or only scanned copies of the printouts are available, then developing a duplicate effective model should be pursued.	9/6/2019
138	Which "No Rise" definition should be utilized? The strict 0.00' or the <0.04' value?	The No Rise should have a rise of 0.0'. That means that a rise of 0.04' will round to 0.0'.	9/6/2019
139	Several existing structures do not provide a hydraulic opening for the 2-year storm based on our review. The 2-year storm is the typical requirement for analysis of the temporary diversion hydraulic openings. This requirement could require temporary diversions with hydraulic openings larger than the existing bridge opening and final bridge openings. Alternate designs of lesser storms are permitted if the criteria outlined in the ITP is met. The "Loss of Life" factor in Table 1101-1 is heavily weighted on the IRV calculation if the response is "Yes." Should the "Loss of Life" be "Yes" or "No" on the diversions for this project?	The Loss of Life question is part of KYTC's standard diversion design and should be answered with the hydraulic engineer's professional judgment as it applies to each individual bridge.	9/6/2019
140	KYTC recently issued Design Memorandum No 02-19 which increases the embankment width behind guardrail. Right of way is narrow for the project. Please provide an exemption for Design Memorandum No 02-19, Shoulder Widening for Guardrail for all locations on the project.	Guardrail widening will follow the new Memo DESIGN MEMORANDUM NO. 02-19 Shoulder Widening for Guardrail.	9/6/2019

**CID #: 19-9004 - Bridging Kentucky Design Build No. 1
Various Counties**

Questions and Answers

Question Number	Question	Answer	Date Answered
141	Bridge 7 - 099B00069N and Bridge 57 - 036B00015N are two of the longer bridges to be replaced. Both have offsite detours. The traffic impact time for both bridges is 60 days. Can the traffic impact time be increased to 90 days for each bridge?	Yes, both bridges will be increased to 90 day Traffic Impact Time. Appendix K will be revised to reflect this change.	9/6/2019
142	The answer to question 115 states Bridge 066C00092N will be changed to NO full closure with detour allowed. Appendix K was updated to NO for this bridge also. If a detour is not allowed, then a diversion is required to construct the bridge. The plans furnished by KYTC do not show additional right of way for a diversion for Bridge 066C00092N. Will KYTC obtain right of way for a diversion?	See revised answer for question 115.	9/6/2019
143	Have any previously answered questions been revised?	Yes, Revised answers have been highlighted in red and an updated date has been assigned. Please review all answers for revisions.	9/6/2019
144	Will electronic bidding be allowed for this project?	No.	9/6/2019



SIGN



ROAD VIEW

098C00106N 2018 Inspection Photos



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