



State of Rhode Island  
Department of Administration / Division of Purchases  
One Capitol Hill, Providence, Rhode Island 02908-5855  
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### ADDENDUM #3

**RFP#7565501      TITLE: DESIGN/BUILD SERVICES FOR I-295 BRIDGES, CRANSTON**

**SUBMISSION DEADLINE: DECEMBER 18, 2017 – 10:30 A.M. (NOTE CHANGE)**

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- Submission Deadline has been changed as follows:  
FROM: 12/15/17 – 11:30 a.m.  
TO: 12/18/17 – 11:30 a.m.
- Compilation of Questions and Answers from the RIDOT portal attached.
- Traffic Data attached.

*Lisa Hill*

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Lisa Hill  
Chief Buyer

December 11, 2017

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATION DEPARTMENT OF ADMINISTRATION  
DIVISION OF PURCHASES **BID NO. 7565501**

RHODE ISLAND DEPARTMENT OF TRANSPORTATION RHODE ISLAND CONTRACT NO. 2017-DB-027  
FEDERAL-AID PROJECT NO. FAP No. BR0-2950(003)

**CRANSTON 1-295 BRIDGES CONTRACT 1**

CITY/TOWN OF Cranston

COUNTY OF Providence

NOTICE TO PROSPECTIVE BIDDERS

ADDENDUM NO. 3: Prospective bidders and all concerned are hereby notified of the following changes in the Plans, Specifications, Proposal and Distribution of Quantities for this contract. These changes shall be incorporated in the Plans, Specifications, Proposal and Distribution of Quantities, and shall become an integral part of the Contract Documents

**A. Contract Documents**

1. Part D Appendices: Traffic Data

Peak hour turning movement traffic counts from 2012 for the Simmonsville Avenue/Plainfield Pike intersection are provided.

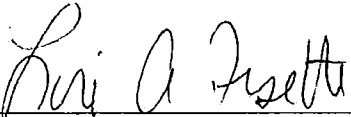
**B. Final Bidder Questions and Answers**

1. The final list of questions received on the Department's portal and the respective answers are attached to this Addendum No. 3.

**C. Proposal Due Date**

1. Revise proposal due date to December 18<sup>th</sup>, 11:30 A.M.

ADDENDUM NO. 3

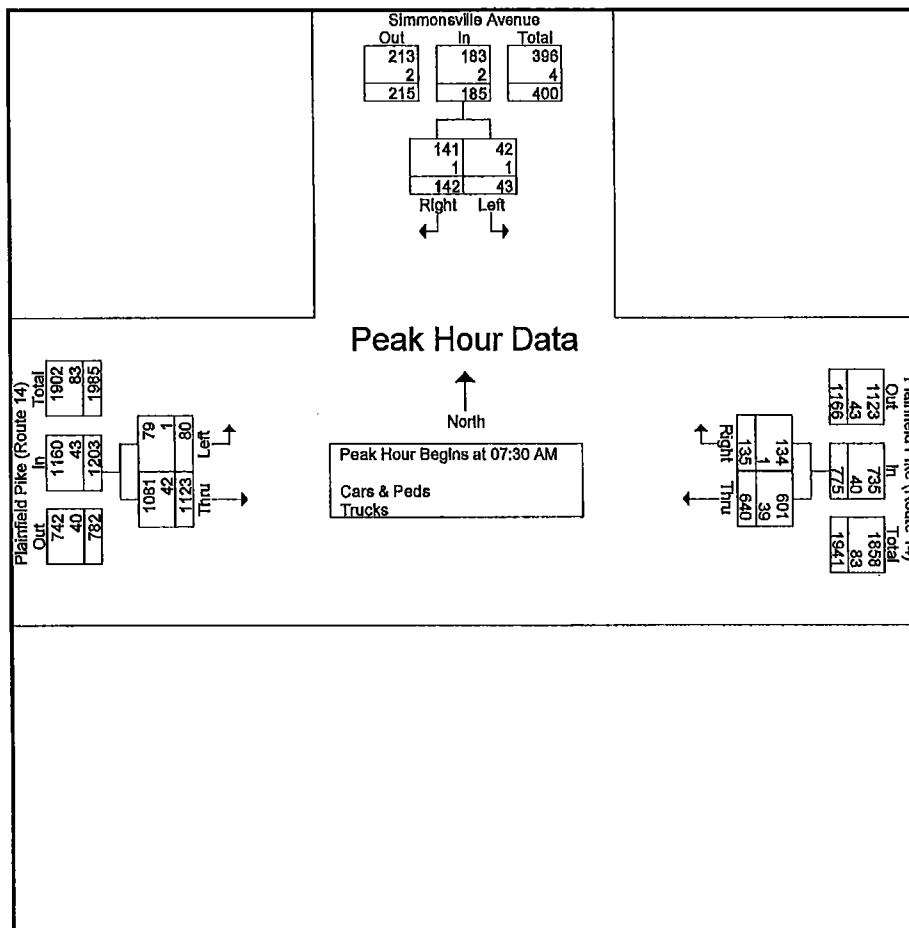
  
\_\_\_\_\_  
Manager, Division of Project Management

**Transportation Data Corporation**  
 Mario Perone, mperone1@verizon.net  
 t (781) 587-0086 f (781) 587-0089

N: Simonsville Avenue  
 E/W: Plainfield Pike (Route 14)  
 City, State: Cranston/Johnston, RI  
 Client: Pare/J. DiStefano

File Name : 04153C  
 Site Code : 04153  
 Start Date : 5/22/2012  
 Page No : 1

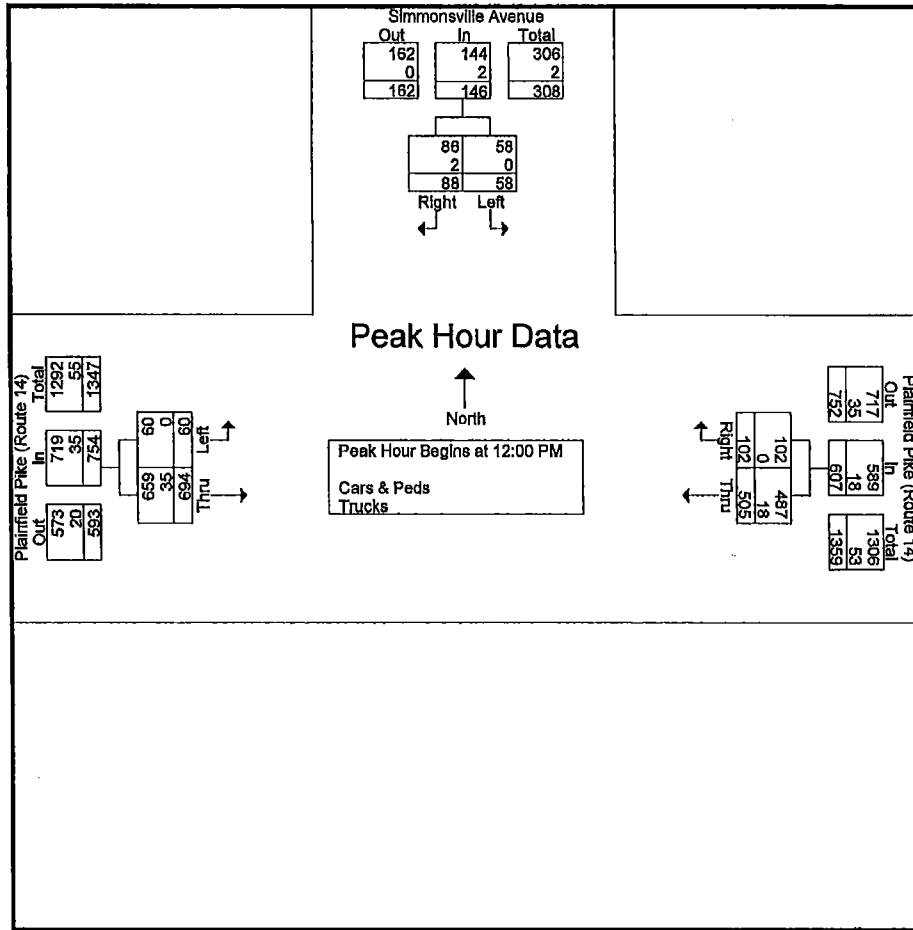
Start Time	Simonsville Avenue From North			Plainfield Pike (Route 14) From East			Plainfield Pike (Route 14) From West			Int. Total
	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1 Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	29	14	43	33	148	181	309	14	323	547
07:45 AM	35	13	48	32	170	202	296	30	326	576
08:00 AM	34	9	43	28	174	202	276	18	294	539
08:15 AM	44	7	51	42	148	190	242	18	260	501
Total Volume	142	43	185	135	640	775	1123	80	1203	2163
% App. Total	76.8	23.2		17.4	82.6		93.3	6.7		
PHF	807	768	907	804	920	959	909	667	923	939
Cars & Peds	141	42	183	134	601	735	1081	79	1160	2078
% Cars & Peds	99.3	97.7	98.9	99.3	93.9	94.8	96.3	98.8	96.4	96.1
Trucks	1	1	2	1	39	40	42	1	43	85
% Trucks	0.7	2.3	1.1	0.7	6.1	5.2	3.7	1.3	3.6	3.9



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	22	18	40	32	106	138	181	16	197	375
12:15 PM	22	12	34	23	140	163	176	15	191	388
12:30 PM	24	16	40	25	126	151	168	12	180	371
12:45 PM	20	12	32	22	133	155	169	17	186	373
Total Volume	88	58	146	102	505	607	694	60	754	1507
% App. Total	60.3	39.7		16.8	83.2		92	8		
PHF	917	806	913	797	902	931	959	882	957	971
Cars & Peds	86	58	144	102	487	589	659	60	719	1452
% Cars & Peds	97.7	100	98.6	100	96.4	97.0	95.0	100	95.4	96.4

% Trucks	2.3	0	1.4	0	3.6	3.0	5.0	0	4.6	3.6
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Peak Hour Analysis From 02:00 PM to 07:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 03:45 PM

03:45 PM	44	15	59	33	190	223	240	25	265	547
04:00 PM	51	16	67	35	186	221	251	26	277	565
04:15 PM	50	18	68	42	179	221	213	19	232	521
04:30 PM	56	16	72	40	168	208	272	31	303	583
Total Volume	201	65	266	150	723	873	976	101	1077	2216
% App. Total	75.6	24.4		17.2	82.8		90.6	9.4		
PHV	897	903	924	893	951	979	897	815	889	950
Cars & Peds	201	65	266	150	705	855	961	101	1062	2183
% Cars & Peds	100	100	100	100	97.5	97.9	98.5	100	98.6	98.5
Trucks	0	0	0	0	18	18	15	0	15	33
% Trucks	0	0	0	0	2.5	2.1	1.5	0	1.4	1.5

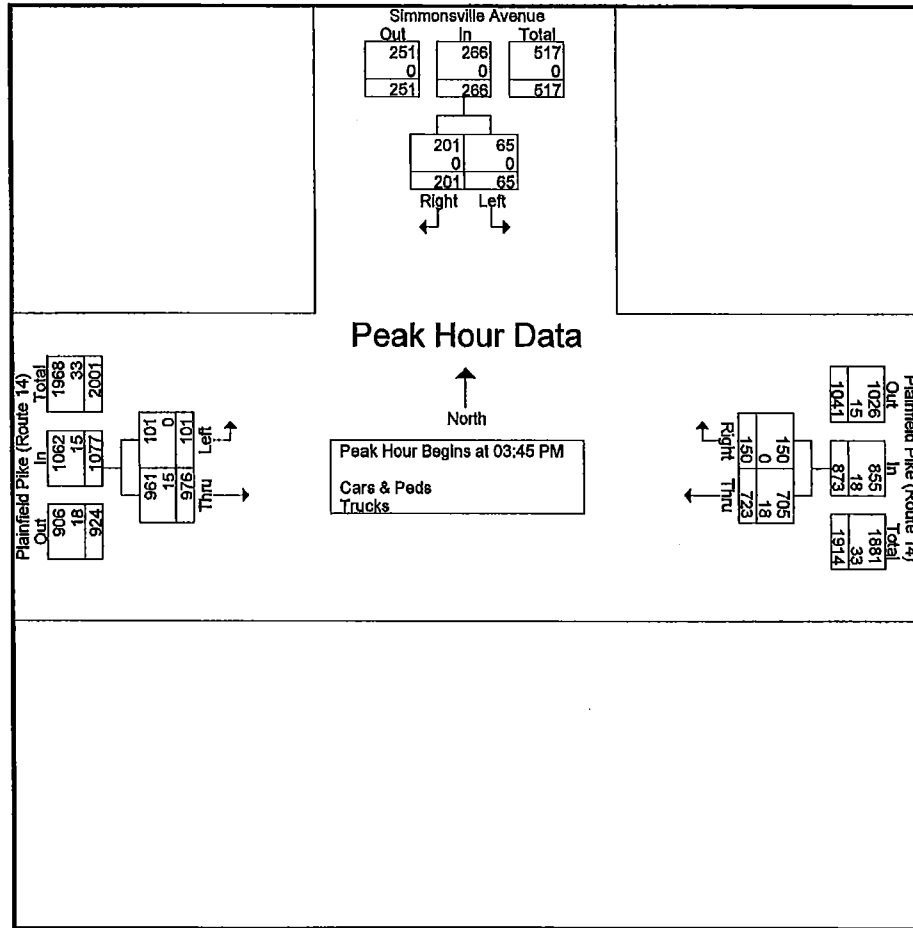
**Transportation Data Corporation**

Mario Perone, mperone1@verizon.net

t (781) 587-0086 f (781) 587-0089











N: Simmonsville Avenue  
 E/W: Plainfield Pike (Route 14)  
 City, State: Cranston/Johnston, RI  
 Client: Pare/J. DiStefano











File Name : 04153C  
 Site Code : 04153  
 Start Date : 5/22/2012  
 Page No : 3



## Questions and Answers For: 2017-DB-027



Ask Question

	Date Asked: 12/06/2017	Date Answered: 12/08/2017	
Poster: <u>Anthony Mesiti</u>		Company: Cardi Corporation	
<b>Question:</b> In response to the required bond letter, is a bind bond sufficient to the bond letter required?			
<b>Answer:</b> Please follow the directions as outlined in the RFP: Bid Bond - In accordance with the State's Amended Procurement Rules & General Conditions of Purchase, effective December 2011, cited under Section 12.102.06 "Proposal Guaranty" the separately submitted TECHNICAL Proposal will not be accepted or considered unless accompanied by a guaranty in the form of an original FIVE PERCENT (5%) BID BOND made payable to the State of Rhode Island. Bid bonds must be provided by surety companies licensed and authorized to conduct business in the State of Rhode Island. All surety companies must be listed with the Department of Treasury, Fiscal Services, Circular 570 (Latest revision published by the Federal Register).			
	Date Asked: 12/01/2017	Date Answered: 12/06/2017	
Poster: <u>Linda Tardiff</u>		Company: S&R Corporation	
<b>Question:</b> BTC Design Plan Sheet No. 42 shows a bituminous concrete ditch in the median between I-295 BL Stations 305 – 307. What areas/features is this ditch servicing?			
<b>Answer:</b> The thought behind this paved waterway is to minimize the infiltration of runoff into the soil directly over the buried structure.			
	Date Asked: 12/01/2017	Date Answered: 12/06/2017	
Poster: <u>Linda Tardiff</u>		Company: S&R Corporation	
<b>Question:</b> Can RIDOT provide the peak hour counts and turning movement counts at the Route 14 / Simonsville Avenue intersection?			
<b>Answer:</b> ** Revised Answer -- 12/6/17 -- Traffic counts for this location were located from a previous RIDOT project. The traffic count information will be provided by addendum. Please note, this is for information only and from 2012. It is up to the DB team to verify and update to reflect current existing conditions.			
	Date Asked: 11/28/2017	Date Answered: 11/28/2017	
Poster: <u>Steven Morin</u>		Company: CARDI CORPORATION	
<b>Question:</b> Please confirm that independent QC at the structural steel fabrication plant is not required by the D-B Team and that the internal QC performed by the fabricator as required per their AISC certification is the limit of what is required by the D-B Team.			
<b>Answer:</b> RIDOT will have independent QC at the plant in addition to the plant's own QC program.			
	Date Asked: 11/27/2017	Date Answered: 11/27/2017	

<b>Poster:</b> <u>Steven Morin</u>		<b>Company:</b> CARDI CORPORATION	
<b>Question:</b> Please rescind previous question regarding LD's. Posted to the wrong project.			
<b>Answer:</b> Ok. Thanks!			
	<b>Date Asked:</b> 11/27/2017	<b>Date Answered:</b> 11/27/2017	
<b>Poster:</b> <u>Steven Morin</u>		<b>Company:</b> CARDI CORPORATION	
<b>Question:</b> Are there liquidated damages for failure to complete in time?			
<b>Answer:</b> Question has been rescinded.			
	<b>Date Asked:</b> 11/20/2017	<b>Date Answered:</b> 11/29/2017	
<b>Poster:</b> <u>Robert Nies</u>		<b>Company:</b> J.F. White Contracting Company	
<b>Question:</b> The BTC specifies that the design speed for the TTC Plans shall be a minimum of 55 MPH. The TTC plans show a posted speed of 55 MPH. RIDOT guidelines specify that the posted speed is typically 10 mph below the design speed. Please confirm that the Posted Speed and Design Speed are the same. Also, is the minimum Design Speed for the temporary crossover geometry 55 MPH?			
<b>Answer:</b> The advisory speed and design speed are shown correctly in the BTC Plans. The minimum design speed for the I-295 temporary crossover geometry shall be 55 MPH.			
	<b>Date Asked:</b> 11/17/2017	<b>Date Answered:</b> 11/18/2017	
<b>Poster:</b> <u>Steven Morin</u>		<b>Company:</b> CARDI CORPORATION	
<b>Question:</b> To be consistent with Q&A and some contract documents for other design-build projects out for bid as well as design-bid-build projects out for bid, please consider changing the requirement in Part B, paragraph 2.4.3 prohibiting SIP deck forms to instead allow for SIP deck forms?			
<b>Answer:</b> Stay in place deck forms WILL be allowed. This will be changed by addendum.			
	<b>Date Asked:</b> 11/17/2017	<b>Date Answered:</b> 11/17/2017	
<b>Poster:</b> <u>steven soderlund</u>		<b>Company:</b> RIDOT	
<b>Question:</b> Providence Aqueduct Access			
<b>Answer:</b> If any bidders would like to inspect the underside of the Aqueduct Bridges, the gate (at 430 Scituate Ave in Cranston) to access underneath the Aqueduct Bridges will be accessible between the hours of 10AM-Noon on Tuesday November 21st. This will be the only scheduled access period.			
	<b>Date Asked:</b> 11/17/2017	<b>Date Answered:</b> 11/18/2017	
<b>Poster:</b> <u>Steven Morin</u>		<b>Company:</b> CARDI CORPORATION	
<b>Question:</b> Recent experience while working on the existing aqueduct bridge, Providence Water would not allow anything larger than a pickup truck to pass over the aqueduct due to uncertainty as to the stability of the aqueduct structure. Due this this uncertainty, the age of the structure and the limited information on the structure it does not appear feasible to assume a design for protection of the structure to allow heavy			



equipment over it would be allowed by Prov. Water. Please confirm if there is any other information available that can be used to prove out a design for protecting the arch from heavy equipment.

**Answer:** There is no additional information available.

	<b>Date Asked:</b> 11/17/2017	<b>Date Answered:</b> 11/27/2017	
<b>Poster:</b> <u>Steven Morin</u>		<b>Company:</b> CARDI CORPORATION	



**Question:** RFP Part A section 2.3 states that Liquidated Damages shall be based on the Schedule of Liquidated Damages in the Standard Specification Section 108.8. This specification section was updated in supplement #17, so I would assume that this is the section that is being referenced in the RFP. Please clarify the LD's for the project and define LD's if the project is over \$10 million.

**Answer:** This will be clarified by addendum. There will be liquidated damages for the project.

	<b>Date Asked:</b> 11/17/2017	<b>Date Answered:</b> 11/20/2017	
<b>Poster:</b> <u>Steven Morin</u>		<b>Company:</b> CARDI CORPORATION	



**Question:** Please confirm that any punch list work would be complete after the required project completion date and it is not required prior to project completion.

**Answer:** The RFP documents will be revised to remove the "Project Completion" Date. The Project will be closed out per the Standard Specifications based on the Substantial Completion date.

	<b>Date Asked:</b> 11/07/2017	<b>Date Answered:</b> 11/10/2017	
<b>Poster:</b> <u>Steven Morin</u>		<b>Company:</b> CARDI CORPORATION	



**Question:** In order for us to rely on the material presented in the two Geotechnical Reports in the RFP, please provide PE stamps.

**Answer:** The Reports will be reissued with PE Stamps in the next Addendum.

	<b>Date Asked:</b> 11/07/2017	<b>Date Answered:</b> 11/10/2017	
<b>Poster:</b> <u>Steven Morin</u>		<b>Company:</b> CARDI CORPORATION	

**Question:** Part B, page 14/40 states: "If the computed total reactions for the AASHTO LRFD Strength I Load Combination (using HL-93 Design Load with TAC 0298) exceed the reactions depicted in the Geotechnical Reports by 10% or more, then the D/B Team shall perform analysis to verify the adequacy of the geotechnical capacity of the abutment foundations." Appendix 4 of the Geotechnical Report provides "Substructure Loads", also referred to as "Abutment Loads". Please confirm that these Loads represent "Superstructure Reactions" imposed by the girders at the bearings. Also confirm whether they represent interior or exterior girders.



**Answer:** These loads represent the Superstructure Reactions. The loads are the TOTAL reaction of the superstructure.

	<b>Date Asked:</b> 11/07/2017	<b>Date Answered:</b> 11/10/2017	
<b>Poster:</b> <u>Steven Morin</u>		<b>Company:</b> CARDI CORPORATION	





**Question:** Part B, pages 9/40 and 13/40, regarding Geotechnical requirements: Please confirm our interpretation regarding D/B preparation of Final Geotechnical reports, which is: 1) Bridges 73001 & 73021: The D/B team is mandated to prepare a Final Geotechnical Report (per pg 14, par 1), regardless of whether additional subsurface investigations/testing are needed, and regardless of the statement "No claim will be considered if the D/B Team relies on the (Preliminary) Report for bidding or construction operations" (which implies that a Final report is not mandated). 2) Temporary bridge at Plainfield Pike: The D/B team is mandated to prepare a Final Geotechnical Report (per pg 14, par 3), even though presumptive bearing pressures are provided in the Preliminary Geotechnical Report. 3) Bridges 73201 and 73221: A Final Geotechnical Report is mandated only if the D/B Team determines that additional geotechnical investigations are needed to support their proposed design (per pg 15, par 1).

**Answer:** The interpretation is correct. 1. The DB Team is mandated to prepare a Final Geotechnical Report for Bridges 073001 & 073021. 2. The DB team is mandated to prepare a Final Geotechnical Report for any Temporary Bridges. 3. A Final Geotechnical Report is only mandated if the DB Team's proposed design requires additional subsurface investigations to support their design.

	<b>Date Asked:</b> 11/07/2017	<b>Date Answered:</b> 11/14/2017	
<b>Poster:</b> <u>Robert Nies</u>		<b>Company:</b> J.F. White Contracting Company	



**Question:** Please confirm that the OJT requirement due with the proposal submission is only a written statement as described in Section 3.1 of the RFP Instructions, and that the "On-The-Job Training Acknowledgement and Statement of Intent" Form provided in the Required Forms is part of the Department's Post-Qualification process.

**Answer:** You may for submission only submit a written statement as described in section 3.1 and if awarded the job submit the required OJT statement of intent form in the Post qualification process.

	<b>Date Asked:</b> 11/07/2017	<b>Date Answered:</b> 11/14/2017	
<b>Poster:</b> <u>Robert Nies</u>		<b>Company:</b> J.F. White Contracting Company	



**Question:** Is a Surety Letter required with the Technical Proposal? The state agency solicitation indicates yes, but the RFP has no further mention. In past proposals, the RFP Instructions have specified to include a surety letter.

**Answer:** Yes, a surety letter is required stating that if awarded the job you will be able to obtain the bond.

	<b>Date Asked:</b> 11/07/2017	<b>Date Answered:</b> 11/14/2017	
<b>Poster:</b> <u>Robert Nies</u>		<b>Company:</b> J.F. White Contracting Company	



**Question:** Appendix F requires submittal of RFP Documents and All Addenda. 1) Do we need to submit RFP Part D Appendices which contains several drawings and reports? 2) Is it acceptable to submit only the Addenda cover pages instead of the full addendum?

**Answer:** If you choose to submit the RFP and all addendum it would need to be the complete RFP and all pages of each addenda. You may also choose to submit only an acknowledge statement that you received the RFP and all addendum.

	<b>Date Asked:</b> 10/30/2017	<b>Date Answered:</b> 10/31/2017	
<b>Poster:</b> <u>Steven Morin</u>		<b>Company:</b> CARDI CORPORATION	



**Question:** Will the required forms be updated to specify the correct project? Schedule of participation and DBE Letter of Intent specify Oxford St.

**Answer:** These forms will be updated by addendum.

	<b>Date Asked:</b> 10/25/2017	<b>Date Answered:</b> 10/31/2017	
<b>Poster:</b> <u>Robert Nies</u>	<b>Company:</b> J.F. White Contracting Company		



**Question:** Standard Notes Drawing Page 1, under Drainage and Erosion Control Notes Item no. 22 states, "Additional erosion controls, shall be installed as directed by the Resident Engineer. These will additional items will be paid at the unit price for that bid item." The Part C Price Proposal Form does not contain any erosion control items, please clarify this statement.

**Answer:** Erosion controls will not be measured and paid for separately. All costs associated with furnishing, installing, maintaining and removing erosion controls shall be included under the appropriate Lump Sum Item for the Roadway Approach work.

	<b>Date Asked:</b> 10/25/2017	<b>Date Answered:</b> 10/31/2017	
<b>Poster:</b> <u>Robert Nies</u>	<b>Company:</b> J.F. White Contracting Company		



**Question:** Standard Notes Drawing Page 1 under Erosion Control item no. 18 states, "Prior to commencing construction activities, erosion and sedimentation controls shall be installed at those areas indicated on the plans." The Job Specific Symbols, Legend & Notes Drawing has a legend called CFS, Compost Filter Sock 12 Inch Diameter. This Compost Filter Sock is not called for on the plans. If this is required, please advise on the locations.

**Answer:** The required locations for erosion and sedimentation controls shall be based upon the D/B Team's final design plans. The design shall be based upon all applicable standards and criteria provided in the RFP Documents and any environmental permit requirements.

	<b>Date Asked:</b> 10/20/2017	<b>Date Answered:</b> 10/31/2017	
<b>Poster:</b> <u>Steven Morin</u>	<b>Company:</b> CARDI CORPORATION		









**Question:** Would a full I-295 NB or SB closure over a weekend with an adequate detour be allowed for the aqueduct bridge demo and highway construction .

**Answer:** A full I-295 NB or SB closure will not be allowed for the aqueduct bridge demo and highway construction.

	<b>Date Asked:</b> 10/20/2017	<b>Date Answered:</b> 10/31/2017	
<b>Poster:</b> <u>Steven Morin</u>	<b>Company:</b> CARDI CORPORATION		



**Question:** If ABC techniques that do not require temporary road widening at the Aqueduct are used, what work shown on the BTC General Plan, Drainage and Utility Plan and Signing and Striping Plan can be eliminated? For example, is the micromill and paving still required to the extents shown?

**Answer:** The Micromilling and paving operations are only in the BTC to repair any pavement structure affected by the project. If an alternate plan is proposed that disturbs less of the existing conditions, the milling and paving would only need to be limited to what is disturbed.

	<b>Date Asked:</b> 10/20/2017	<b>Date Answered:</b> 10/31/2017	
<b>Poster:</b> <u>Steven Morin</u>		<b>Company:</b> CARDI CORPORATION	
<b>Question:</b> If ABC techniques that do not require a temporary crossover are used, what work shown on the BTC General Plan, Drainage and Utility Plan and Signing and Striping Plan can be eliminated? For example, is the micromill and paving still required to the extents shown or would pavement work only be required to account for grade changes and for excavation near bridges?			
<b>Answer:</b> The Micromilling and paving operations are only in the BTC to repair any pavement structure affected by the project. If an alternate plan is proposed that disturbs less of the existing conditions, the milling and paving would only need to be limited to what is disturbed.			
	<b>Date Asked:</b> 10/03/2017	<b>Date Answered:</b> 10/20/2017	
<b>Poster:</b> <u>Steven Morin</u>		<b>Company:</b> CARDI CORPORATION	
<b>Question:</b> It has been noted that installation of the toll gantry system in this location may be underway during the time of this projects construction. As this project has a relatively short duration and the gantry work clearly overlaps and could interfere with the projects critical path, it is not feasible to assume that the D-B contractor for this project could reasonably schedule around such work without knowing the schedule for the toll gantry projects construction. The schedule for the gantry project will clearly define how this project needs to be complete. Please provide a schedule for the gantry projects work at location 7. Please provide the required completion date for the gantry work at this location. If this cannot be done, please clearly define which projects work will take precedence. How will delays to this contract's schedule by the gantry contractor's work be handled. Will this be considered an excusable delay, if the there is no reasonable way to coordinate the schedules?			
<b>Answer:</b> There is no detailed schedule available at this time for the toll gantry installation. The DB team should consider the Tolling contractor as a 3rd party utility, and should expect to coordinate with them as such as outlined in the Standard Specifications. Precedence will not be given to either project.			
	<b>Date Asked:</b> 10/03/2017	<b>Date Answered:</b> 10/20/2017	
<b>Poster:</b> <u>Steven Morin</u>		<b>Company:</b> CARDI CORPORATION	
<b>Question:</b> Please provide details for the proposed toll gantry electrical conduits from where they leave off on sheet 102 to their tie in point on Plainfield Pike. This information is required to determine the work necessary to protect in place and design around the conduit for the temporary bridge.			
<b>Answer:</b> The details provided are all that is available at this time. The DB team should assume that the Tolling contractor will be connecting to the utility pole P360. This connection will have to be relocated to spliced into the new underground system shown in the BTC. This connection will need to be closely coordinated with the Tolling contractor. The DB team for this contract will be responsible for any handholes/manholes and conduit required and the Tolling contractor will be responsible for the splicing and wiring of the gantry system.			
	<b>Date Asked:</b> 10/02/2017	<b>Date Answered:</b> 10/03/2017	
<b>Poster:</b> <u>Steven Morin</u>		<b>Company:</b> CARDI CORPORATION	
<b>Question:</b> BTC plan sheet #12, note 4 states that the top of the aqueduct has been located by field survey. Was			



this field survey complete along multiple points along the length of the aqueduct in the vicinity of the new arch? If so, can this survey be provided for the use of designing the arches curved layout, or will the full survey be the responsibility of the selected D-B contractor.

**Answer:** The top of the Aqueduct was located at four (4) points within the bridge footprint by exposing the top of the Aqueduct via test pits. This information is noted in the survey base plan file with labels. The DB Team will have to determine if additional survey is required to design and construct the new bridge.

	<b>Date Asked:</b> 10/02/2017	<b>Date Answered:</b> 10/03/2017	
<b>Poster:</b> <u>Steven Morin</u>		<b>Company:</b> CARDI CORPORATION	



**Question:** Please provide information on the Water Supply Aqueduct. What type of pipe is it (Brick, CI, Concrete, etc)? What are the pipes dimensions? What are the allowable loads that can be placed on it? What are the allowable work hours, as access is through the Water Supply Board's property, secured by fence and gates? What are the allowable criteria for vibration for driven SOE?

**Answer:** The information available regarding the Water Supply Aqueduct is available on the CD containing "Part D - Appendices". The DB team will have to establish allowable loading criteria by calculation, which will then be subject to approval by Providence Water Supply Board (PWSB) (see section 2.4.3.4c of the RFP Part B). The assumed access point for the project is via I-295, if the DB team would like to access via PWSB property they would have to secure their own agreement with PWSB. Vibration criteria should be established by the DB team based on analysis and subject to final approval by PWSB (see section 2.4.3.5 of the RFP Part B).

	<b>Date Asked:</b> 10/02/2017	<b>Date Answered:</b> 10/03/2017	
<b>Poster:</b> <u>Steven Morin</u>		<b>Company:</b> CARDI CORPORATION	



**Question:** Please provide a schedule for the installation of the toll gantry and associated work as this will directly affect the temporary traffic control scheme at Plainfield Pike.

**Answer:** The DB team should anticipate the need for close coordination with the toll gantry contractor for construction access. It is currently anticipated that the construction of the gantries within the limits of this project will be underway but not necessarily complete during the construction and design phases of this project.

	<b>Date Asked:</b> 09/29/2017	<b>Date Answered:</b> 10/03/2017	
<b>Poster:</b> <u>Steven Morin</u>		<b>Company:</b> CARDI CORPORATION	

**Question:** Will the erector of the temporary bridge be required to be an Advanced Certified Steel Erector in accordance with AISC Quality Certification Program.

**Answer:** Yes. Language will be added by addendum.

	<b>Date Asked:</b> 09/26/2017	<b>Date Answered:</b> 09/26/2017	
<b>Poster:</b> <u>Patricia Teeter</u>		<b>Company:</b> Pare Corporation	

**Question:** Please confirm the due date is Dec. 15, 2017, as the RIDOA cover sheet and website say Dec. 6, 2017.

**Answer:** The correct date is December 15th. This will be clarified by addendum.

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