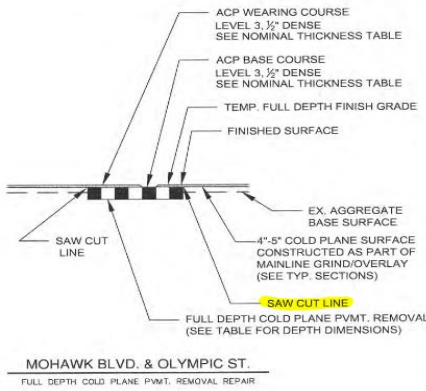
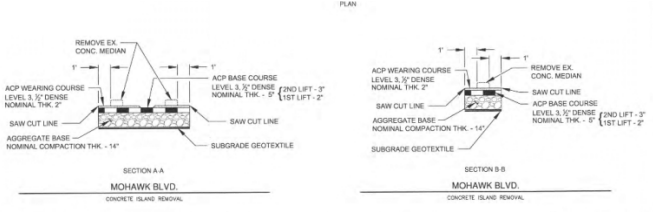


Clarification Log

Project Number: P21157

Project Title: Mohawk and Olympic Overlay

Date	Question	Response
09/09/20	<p>#1 - In the standard specifications a number (not a complete list) of specified items are now outdated</p> <ul style="list-style-type: none"> • PBA grade oil • OSHD reference to ODOT • Using #10 & #40 sieves (this was done 15 plus years ago) • Friable testing that is no longer done • Section 02710.10 that does not exist anymore • Determining binder content by OSHD TM 324 that is inactive • A stripping test, the old IRS test, AASHTO T 165 that has been inactive since 2002 <p>Is the City simply wanting mix designs compatible with the current 2018 Oregon Standard Specifications for Construction (OSSC) section 744 and approved for use by the Lane County Materials lab?</p>	<p>You reference Section 310.3.16 of the Springfield Standard Construction Specifications but do not identify where all of the items in question #1 were found. Section 310.3.16 does not apply to this project. Section 310.04.03, Payment Deduction and Rejection of Pavement, is included as an applicable standard specification. See paragraph below for specifications applicable to this project.</p> <p><u>A1.2 Applicable Standard Specifications</u></p> <p>Division 100, General Requirements, and Division 310.04.03, Payment Deductions and Rejection of Pavement, of the 1994 Edition of the Standard Construction Specifications of the City of Springfield, Oregon, including all revisions at date of Bid opening, and Parts 00200 through 03000 of the 2018 Oregon Standard Specifications for Construction shall apply to this Invitation to Bid and the ensuing construction contract, except as may be modified herein. If any section of the 2018 Oregon Standard Specifications for Construction should refer to Section 00100 of the same, the Bidder will instead refer to the equivalent section in Division 100 of the 1994 Edition of the Standard Construction Specifications, including all revisions at date of Bid opening. In the case of discrepancy, unless noted otherwise herein, the provision determined by the City to be more restrictive shall apply.</p>
09/09/20	<p>#2 - What is the required testing frequency for the asphalt mix? Will it be per 2018 Oregon Standard Specifications for Construction (OSSC) section 744?</p>	<p>The testing frequency is outlined in section 00744.16 of the 2018 Oregon Standard Specifications for Construction.</p>

09/09/20	#3 - Section 310.3.16 of The City's standard specifications states that the "number and location of tests will be determined by the Engineer." What determinations in this regard have been made for this project?	See response to question #1 above. See above response for testing frequency.
09/09/20	#4 - Section 310.3.16 of The City's standard specifications states that the Contractor must "obtain specified density at all times" and that when this is not the case "paving operations shall be discontinued until corrective measures have been taken." How does the City define "at all times" and what "corrective measures" will the City require if it is determined that specified density is not being obtained?	See response to question #1 above.
09/09/20	<p>#5 - The full depth cold plane pavement removal detail on sheet E01 shows in addition to the milling that the asphalt edge is also to be saw cut. Is that correct and do we need to cut the entire perimeter of the repair?</p> 	No, the edges of the cold plane pavement removal areas do not need to be sawcut.
09/09/20	#6 - We would like to confirm that the asphalt paving for concrete island removal will be paid under bid item #34?	Yes, paving for the island removal is included in the Level 3, 1/2 Inch bid item.
09/09/20	<p>#7 - Are bid items #22 & #32 for the base and geotextile @ the concrete island removal?</p> 	Yes, bid items 22 and 32 include aggregate base and geotextile for the island removal and repair.
09/09/20	Sheet F03, Note 6 references removing the traffic island. See details on E02-E03. The next	See response to next question, some of the islands will be removed and replaced

	sentence says to construct traffic separator. See details on E02-E03. Can you clarify what is being said here?	with traffic separators.
09/09/20	Sta M 117+89 to M 119+50 I believe tells us to construct a traffic separator based on the table on E03. Looking at sheet F04, what are the drawings showing us between 119+50 and 121+30?	For the existing traffic island on F03 and F04 just the legs of the traffic island are to be removed and replaced with traffic separators as described on E02 and E03. The portion of the existing traffic island where it widens out in the middle is to remain and not be replaced. The only traffic island that is being fully removed is the one shown on Sht. F06 (note 6).
09/09/20	There is a bid item for concrete islands, are the traffic separator and transition pieces included in this bid item?	Yes the traffic islands and transitions are covered under the concrete island bid item
09/09/20	Century Link is raising a manhole @ "M" 117+50 Rt. Does this manhole need to be raised before we stripe the project? Who is responsible for their traffic control? Can they raise the manhole after the project is complete so that we aren't delayed by their work?	The manhole is to be adjusted as needed during the paving operations and the contractor shall coordinate this work with the utility during construction. The traffic control will be the same as needed for the paving and will be performed by the contractor.
09/09/20	For the ADA ramps on the J Sheets, how do we quantify the area of the ADA ramp when there is a construction note directing us to "sawcut next concrete joint match existing"?	In general the quantity of sidewalk (16,863 SF) has been estimated on the high side and it is not expected the quantity will overrun what was assumed for the retrofit sidewalk bid item. If the area of sidewalk is significantly more than what was assumed, a new bid item may be added to compensate the contractor for the additional area of sidewalk.
09/09/20	If the full depth pavement removal is done with a rotomill, do the edges need to be sawcut as shown in the detail on E01?	No, the edges will not need to be sawcut.
09/09/20	Note 2 on E01 indicates that the top 4" or 5" will be replaced during the full width mainline cold plane removal. Can we assume that the asphalt is going to be paid for twice?	Yes, with the exception of one area along Olympic. It is assumed the full depth repairs will be completed first and then the mill/inlay will be performed full width and the top 4" or 5" will be replaced and paid for again. The long stretch along between 18 th and 21 st will be paved to top lift and not be milled again.

09/09/20	If the full width and length of the travel lanes can be removed during the cold plane pavement removal operation, how long before we need to have the asphalt paved back?	The lane needs to be open to traffic the following morning. Running traffic on the milled surface with appropriate tapers is acceptable per standard specs. It is preferred to only mill as much as can be paved back each night. Driveways, bus stops and business access needs to be maintain except as noted in the traffic control plans.
09/09/20	Do you know the roadway structure of Mohawk and Olympic? Do you know the thickness of the asphalt, aggregate base, or any other material below the surface?	Borings indicate the existing pavement section varies along Mohawk from 5" to 11" of AC and 11" to 24" of aggregate base. Olympic has an existing section of 5"-6" of AC and 6"-15" of aggregate base.
09/09/20	Is there more information for the pavement repair on Sheet J35 and J40? My copy went off the plans.	I'm assuming you are asking about the pavement replacement in front of the ADA ramps. The sawcuts extend slightly off the sheets but the width remains at 4' and ends at the limit of the curb and sidewalk work.
09/09/20	Is there a period of time that the City does not want traffic lanes closed that is not indicated in the ODOT Standard Specifications? Some cities don't want lane closures during the holiday shopping season between Thanksgiving and New Years. If there is a period of time, how is the day count affected for the project completion?	The project does not have any additional lane closures beside the typical holidays listed in section 00220.40(e)(2) Opened Lanes.
09/11/20	Construction Note 3 on the 'F' drawings says that there are plan sheets J1-J49 however the plans that I purchased only have J1-J41. Am I missing plan sheets?	Construction Note 3 on the F drawings contains an error. There are only 41 J Sheets.
09/15/20	Is the aggregate base bid item to be used in the subgrade stabilization area only?	No, aggregate base in the stabilization areas are incidental to the stabilization bid item. The aggregate under the sidewalk ramps is incidental to the retrofit sidewalk bid item. The aggregate base is only intended to be paid for in the island areas where we are removing existing islands with tall curb and replacing them with aggregate/asphalt/concrete traffic separators.
09/15/20	Are the message boards and arrow boards only to be used during the paving operation?	The message boards are to be installed before closing lanes and only removed from the project when there are no more

		lane closures required. The arrow boards are to only be used where we are closing lanes and shifting traffic. We may need to close lanes for the ADA work as well as the paving.
09/15/20	With the asphalt paving for this project likely to happen next year, will an asphalt oil escalation\de-escalation clause be included in an addendum?	An oil escalation/de-escalation clause will not be added.
09/15/20	I am not able to find where the locations are for the truncated domes on existing surfaces. Can you help?	<p>Bid Item 37, Truncated Domes on Existing Surfaces, is being deleted. The only required truncated domes on existing surfaces will be at temporary pedestrian crossings and those are to be incidental to the "Temporary Protection and Direction of Traffic" bid item. See Section 00225.90(a)(2) of the special provisions which reads, "Add the following bullet item after the bullet item that begins "Providing, Surfacing, maintaining...":</p> <ul style="list-style-type: none"> • Temporary Walks, hardware for Temporary Walks, and truncated dome detectable warning surfaces <p>An addendum is being issued for this change.</p>
09/17/20	I would ask that the designers look at our request for an oil escalation\de-escalation clause being added. It is hard to predict the cost of paving oil when the work occurs 8 months away. I think that it offers the best protection of price variability for the Owner as well as the Contractor.	Your request for the addition of oil escalation/de-escalation clause language has been reconsidered. It was decided that oil escalation/de-escalation clause language will not be added to the project.