

TIPPECANOE COUNTY  
Local Grant Matching Agreement Des 1601345  
CR350S & Newcastle Road Resurface and Reconstruction

**Bidder Questions and Answers**

**February 16, 2017**

Q1 - *Can recycled concrete #53 aggregate be used as base under asphalt?*

**A – Given the INDOT October 20, 2016 Standards Committee Meeting Item 7 discussion and the new 207-R-652 Special Provision dis-allowing, recycled concrete will not be allowed.**

Q2 - *How is the excavation for the shoulder replacement on 350 and the full depth pavement replacement on Newcastle paid for?*

**A – It was originally intended that the excavation and disposal would be included in the price of the pavement items. Since this does not appear to be clearly described in the specifications, we will be adding a Lump Sum pay item for Common Excavation which will include all shoulder removal, excavation and disposal of excess materials.**

Q3 - *How is the shoulder agg on 350 and Newcastle paid for? It appears to be included in the agg #53 base item.*

**A – As the typical sections indicate, the aggregate under the widening, the new full depth pavement, and the shoulders are all designated as #53 CAB. All of the aggregate used in the mainline roadway will be measured and paid for together. The only exception to this measurement is aggregate used for drive construction. Aggregate for drive approaches is listed in the Drive Summary sheet and will be paid for as “Compacted Aggregate #53 for Drives”.**

Q4 - *HMA wedge and level is set up for 1,650 tons. If you look at the typical section, plans call for 55#/SYS. If that's the case, these quantities seem to be 3 times as high. Are you figuring wedge and level at 165#/SYS?*

**A – The 55#/SYD is called as an edge minimum. The existing pavement is fundamentally flat. Wedging from 0.5” at the edge to 2.9” at the center yields a 1.7” average depth or 187#/SYD . Since the entire roadway is not table flat, we lowered estimated average depth 10% to 165#/SYD ±**

Q5 - *Can you provide us with the existing utility information that you have from those that are being affected?*

**A – We have noted:**

- **Tipmont poles along the North side of CR 350S to CR 500 and along the East side of Newcastle**
- **Frontier Telephone Under Ground along the South side of SR 350S to CR 500**
- **Mulberry fiber optic line Under Ground along the East side of Newcastle**

**Please remember that you are required to call for locates and verify all utilities and any crossings.**

Q6 - Special Provision page 3 Joint Adhesive says it's between the Intermediate mixtures. Should that be Surface mixtures? However, then looking at page A-04 Typical Cross Section it appears you may want the joint adhesive on the 6" 19mm Base lift? Since we are using 19mm the Base it has to be done in two lifts. There appears only to be enough quantity to do the top layer of 19mm Base widening. Would you please clarify the intent of when and where item #10 is to be used. Typically it would be used on new joints in the Surface & Intermediate lifts.

**A – The intent is that the adhesive shall be used where new base abuts old, along the widening. It is assumed that it would not be required at the surface course since it will go across the full roadway width.**

**Sections 401.21 and 401.22 state that “Joint adhesive will be measured by the linear foot in accordance with 109.01(a).” Neither Section 401 or 109.01(a) specify whether the measurement is per foot of edge or per foot of edge for each course that abuts. The standard pay item specifies course “type” not a course count - “Joint Adhesive, Course Type...per LFT”.**

**Since, at least in this case, the two (2) Base courses will most likely be placed consecutively within the same day, and the adhesive will be placed in a single pass, and the specification is vague, we used a single measurement along the edge as a basis for measurement.**

**Bidders should price the Joint Adhesive Item per linear foot of shoulder edge in accordance with this interpretation.**

Q7 - Your bid items are for QC/QA mixes. Are you going to want plate samples, cores and pay bonuses on this mix?

**A – Yes, we will be testing the mix. There will be no bonuses and Pay Factors will be modified as described in Addendum No 4.**

Q8 - Your road approaches are included in the QC/QA mixes, you aren't going to test those approaches, correct?

**A – That is correct, the approaches will be paid for with the mainline but no cores will be taken from the “hand worked” radius areas. Due to the nature of the funding, Pay Factors will be adjusted by Addendum No 4.**

Q9 – Should the SMA alternate include a steel slag blend?

**A – Slag shall not be required in the SMA Alternate surface mix design.**