



Bimonthly Solicitation Questions and Responses Report

Bimonthly Solicitation Title : October 2019

Bimonthly Solicitation Month & Year : October 2019

Projects

Solicitation ID	Project ID	Project Description
SW-01	5540-02-00	Replace the pavement north of CTH C.Mill and overlay the pavement south of CTH C.Replace guardrail end terminals as needed.

Questions and Responses

Q1: Is a right of way plat required? Will all work, including culvert replacements, occur within the existing right of way?

R1: No. Yes.

Projects

Solicitation ID	Project ID	Project Description
SW-02	5190-07-00	This project consists of reconstructing and reconditioning STH 60 from STH 80 to USH 14. The modernization project is 8.28 miles in length. The project is broken into three separate construction ID's. The first segment extends from STH 80 to approximately Sleepy Hollow Road. The second segment extends from Sleepy Hollow Road the DNR Public Wayside. The third segment extend from the DNR Public Wayside to USH 14. The three construction projects will occur in one construction season.
SW-02	5190-07-00	This project consists of reconstructing and reconditioning STH 60 from STH 80 to USH 14. The modernization project is 8.28 miles in length. The project is broken into three separate construction ID's. The first segment extends from STH 80 to approximately Sleepy Hollow Road. The second segment extends from Sleepy Hollow Road the DNR Public Wayside. The third segment extend from the DNR Public Wayside to USH 14. The three construction projects will occur in one construction season.



Bimonthly Solicitation Questions and Responses Report

Questions and Responses

Q1: What is the treatment type for each segment?

R1: First segment: recondition. Second segment: recondition with design exceptions for shoulder width. Third segment reconstruction with realignment in Gotham.

Q2: Please clarify the limits of the construction segments.

R2: First segment: STH 80 to just East of Gingers Road. Second segment: continues to where STH 60 diverges from the river. Third segment: continues to USH 14.