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|-------|---------------|--|---|--|---------------------|---------|
| 1     | 10-Aug-15     | Plan Sheet CP-102  | Can the areas for the concrete grinding be more defined and the 200,030 SF quantity verified?   | The area for profile grinding was developed through topographic mapping and field surveying. The assets for #058143 and #058144 are included in the total less the existing building footprint, fenced enclosures, equipment pads, lights pedestals, columns and other areas protected by existing bollards. | N                   |         |
| 2     | 10-Aug-15     | Plan Sheet CP-101  | Will the existing bollards be removed & replaced or just paved around?  | Existing bollards will remain in place. Bollards damaged prior to, or during, construction shall be replaced.  | N                   |         |
| 3     | 10-Aug-15     | Plan Sheet CP-503  | Detail #3 - Can the 1.5" Asphalt be deleted from this typical section since its in isolated areas?  | The 1.5 inch layer of asphalt shall be placed in areas 1) where large concrete paving machines will be used to place and finish the concrete pavement, or 2) where other equipment such as loaders, trucks, or redmix trucks will drive directly on the base material.                                       | N                   |         |
| 4     | 10-Aug-15     | 32-12-17 (2.2)   | PG 70-16 is a very uncommon Asphalt Cement Binder, and there is a minimal quantity. It is suitable to use PG 76-22 under the interlayer for PCC Pavement since it will be used on all other Pavement Courses? | Bid this as specified.   | N                   |         |
| 5     | 10-Aug-15     | 32-12-17   | Will all construction be per GDOT Standards and Specifications as indicated on the plans or will construction be per the provided government specifications which are not GDOT?                               | The technical specifications are to be followed. Any items not covered by the technical specifications would follow the GDOT standards as the note on C-003 states "unless otherwise noted."   | N                   |         |
| 6     | 10-Aug-15     | 32-11-24 (2.1.1)   | Will it be acceptable to use virgin Granite GAB from a quarry in lieu of Crushed Recyclable Material?   | Yes, you can use granite after you have provided the minimum recycled material as specified.   | N                   |         |
| 7     | 10-Aug-15     | 32-12-17 (2.4)   | There are no shoulder surfaces on this project. Is it suitable to use 20% RAP on the surface and intermediate courses?  | 20% RAP can be used on the project.  | N                   |         |
| 8     | 10-Aug-15     | Construction Drawings Sheet 7 of 8, Detail 1CP-503 and 2CP-503 and 3CP-503 | What type of asphalt mixes makes up the total thickness shown and what is the thickness of each individual layer?   | Wearing course of 2" 12.5mm and the balance of 19 mm Superpave; PCC section shall be at the contractor's option.   | N                   |         |

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| 9     | 18-Aug-15     | CP102                          | In the Concrete Pavement Replacement areas, are the Fire hydrants, Manholes, Vaults, etc. to be removed and reset to grade or sawcut around and left in place as is?   | See PPI#2 answer. Refer to Note D on sheet CD-401. Any valve boxes, manhole lids, vault tops, catch basins in the area of new pavement shall be adjusted to the grade of the new pavement. Structures shall not be paved over. | N                   |         |
| 10    | 18-Aug-15     | CP102                          | The area noted on the plans for the Profile Grind Surface is 200,030 SF. The Full Depth replacement area is 88,940 SF. Are we to only grind the areas of new concrete installed or will the existing concrete also be included in the grinding? If so, can limits be established for this?   | The existing concrete slabs shown on CP-103 are to receive profile grinding. The slabs are those shown open with no hatching.  | N                   |         |
| 11    | 18-Aug-15     | CP102                          | can phasing limits be established for the concrete pavement replacement section? We would like to know the areas that we will be working in  | Structures 1320/1322 must have 1/2 of each side accessible to traffic. Deliveries and shipments must continue during the project.  | Y                   | 0005    |
| 12    | 18-Aug-15     | CP102                          | will expansion joints be required at existing slabs that are cracked that will remain? It is common for existing cracks to cross the joint into the new concrete if not treated.   | See Section 32 13 13.06 2.2.1 and details 5&9 CP-503.  | N                   |         |
| 13    | 18-Aug-15     | CP102, CP503                   | there is a detail for thickened edge concrete. Will this be required in the slab replacement?  | Yes  | N                   |         |
| 14    | 18-Aug-15     | CP102                          | in the area east of the concrete loading dock between the rail spurs there is a strip of asphalt existing. Will this strip be removed and replaced or left in place and the joint sealed? In this same area, will the joint pattern be put back to the existing or be put back to a typical pattern?   | See Section 01 11 00 1.4.2.B.3f includes this. See Section 32 13 13.06 2.2.1.  | N                   |         |
| 15    | 18-Aug-15     | CP101                          | in the asphalt replacement section at the warehouse there is a canopy on the east end and a portable HC Ramp at door 10A. Will these items be removed for the work in these areas or remain in place and worked around?  | See CD-401 Note D.   | N                   |         |
| 16    | 18-Aug-15     | 32-12-17 (2.2)                 | the asphalt cement binder PG 76-22 is a polymer modified binder that is stated to be used for all asphalt other than the interlayer. In this geographic area, GDOT uses PG 64-22 or PG 67-22 for its conventional mixes and the PG 76-22 for its high traffic surface mix. Can this be changed? Also, the PG 70-16 is not a common binder for interlayer. should this be PG 64-22 or PG 67-22? | PG 67-22 can be used for the interlayer and base course. PG 76-22 shall be used for the wearing course. This answer supersedes PPI#4 response.   | Y                   | 0005    |
| 17    | 18-Aug-15     |                                | Can the bid date be extended 1 week?   | No   | N                   |         |
| 18    | 18-Aug-15     | CP-101                         | What are the phasing limits for asphalt replacement?   | 1/3 of DDAG-Z56 and DDAG-01221P will be available at one time. Delivery and shipment access must be maintained.  | Y                   | 0005    |

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| 19    | 17-Aug-15     | Amendment 0002 -<br>Section 431, Grind<br>Concrete Pavement | The profile grinding areas are not depicted on the plans - please clarify. Please quantify the profile grinding portion. Is it the intent to profile grind the entire complex area which is listed at 200,030 sf on the plans, or is there only a portion of the area to be ground?  | Refer to Specification Section 01 11 00 for a written description of where Profile Grinding is to be done. In conjunction with the plans this should clarify the total area of concrete to receive this surface.  | N                   |         |
| 20    | 19-Aug-15     | CP102   | the grinding spec is only referencing the GDOT spec. Will we be required to replace all the joint seals after the grinding is complete? The plans show sealing the new concrete but the existing slabs are unclear.  | Joint sealant in areas where existing concrete grinding is the only operation being performed by the contractor is not required by the contract documents.  | N                   |         |
| 21    | 20-Aug-15     |   | The plans call for 3CP-503 Concrete Pavement Section on all concrete replacement areas. It also denotes the letter H along the perimeter of all random patches. Letter H calls for the Full Depth Concrete Repair 3CP-504 item which is pull out and pour back without disturbing the base. There is no letter H on the long strip of pavement next to the railroad and it specifically states 3CP-503 Construct Concrete Pavement with an arrow pointing to this section. It seems to me that the intention of the plans is to repair the random patches with the letter H Full Depth Concrete Repair 3CP -504 detail and replace the long strip next to the railroad with 3CP-503 Concrete Pavement Section detail. Could you look into this and make sure it is the intention to replace all of the concrete with the 3CP-503 detail. | Detail 3 CP-503 is the PCC replacement section and is shown on the Repair Quantities Table on CP-102. The H within the small circle along the joints designates the Joint Type used on the plan and shown in the Joint Type Table with the detail showing the joint construction to be used. This is the joint construction to be used to tie new PCC to existing PCC (6 CP-504). The B in the samll circle is shown along the joint for new PCC to existing asphalt. at the railroad (4 CP-503). The large letters in the circles show the repair codes under the asset (area) labels. | N                   |         |
| 22    |               |   |  |   |                     |         |
| 23    |               |   |  |   |                     |         |
| 24    |               |   |  |   |                     |         |
| 25    |               |   |  |   |                     |         |
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