

## **I-69 Reconstruction in Calhoun and Eaton Counties (Design-Build)**

### Questions & Answers #1

Question: We requested RID files prior to the release of the RFQ. After reviewing these files, we are finding that some of the information is not available. Are there new files available for download?

Answer: No, there are not any additional files.

Question: Several files were not included in the data set provided. The missing terrain files appear to have been used as the active surfaces for the model data and have collection dates after the supplied RID survey data. The revised surface data is needed for viewing the proposed model data as intended.

Answer: This issue is being investigated, and a response is forthcoming. Resolution may not occur until after the RFP is posted.

Question: Several alignment files contain multiple 3D model spaces indicating file corruption has occurred. Use of corrupted files is not advisable. Therefore, the alignment DGN files must be recreated, and the corridor models attempted to be reattached to the new alignment data DGN files.

While the alignment data can be recreated from the GPK files in most cases, the super calculations for the project were not provided in the supporting documents. All of the corridor model data is unusable without recreating both the alignment and super model data. The super model data is directly tied to the corrupt alignment files and therefore must also be recreated and reattached to the corridor models. Either MDOT super spreadsheets, CSV output files, or some form of text file containing the super transitions would be helpful. If digital files of the super transitions are not available, PDFs of the super calculations would suffice but it would create some additional work to recreate the data digitally.

Answer: This issue is being investigated, and a response is forthcoming. Resolution may not occur until after the RFP is posted.

Question: Additionally, all the plan and profile sheet files do not locate their associated reference files. As such, none of the sheet data is visible or usable in its current state. For the sheet files to be usable, the DGN references would need to be reconnected within the ProjectWise system. This operation has been complicated by the current folder structure and file naming convention which does not use unique names for every file within the provided data set. This is particularly problematic when there are multiple interchanges with the same job number because the DGN file names do not include the associated cross road in addition to the ramp designation.

Answer: This issue is being investigated, and a response is forthcoming. Resolution may not occur until after the RFP is posted.

Question: If available, we also request the following information:

- A. Aerials of the project area.

Answer: No, these are not available.

- B. Microstation files with the drainage areas and flow paths drawn, which were utilized to delineate the drainage areas for the SCS flow calculations.

Answer: No, these are not available. This will be included in the RID, to the degree possible, when the RFP is posted. The files will be developed only as necessary to prepare the RFP. The Design-Builder will be responsible for obtaining the necessary information for their design.

- C. Any drainage reports or correspondence between MDOT, EGLE, stakeholders or drain commissions.

Answer: No, these are not available. This will be included in the RID, to the degree possible, when the RFP is posted.

- D. GEOPAK Drainage .gdf files, if any.

Answer: No, these are not available.

- E. EGLE permits, finalized or draft.

Answer: No, these are not available. This will be included in the RID, to the degree possible, when the RFP is posted.

- F. Any other drainage calculations including preliminary detention calculations.

Answer: No, these are not available. This will be included in the RID, to the degree possible, when the RFP is posted.