

September 2026 Solicitation Questions and Responses

Solicitation	Project	Question	Response
NC-01	1620-03-31	Verify the project limits.	The project on STH 13 (Veterans Parkway) in Marshfield starts approximately 300-feet west of Chestnut Avenue, matching closely with the start of the southbound left turn lane, and project ends approximately 400-feet west of McMillan Street where the pavement transitions from concrete to asphalt; 4-lane divided approximately 2.027 centerline miles (4.054 lane miles)
NC-06	9650-16-03	Is real estate anticipated? If so, what would be the TPP due date?	There is a potential need for curb ramps so real estate may be required. TPP anticipated due date 05/02/2027.
NW-02	3700-50-93	Will loops be placed in/under pavement requiring pavement restoration?	Yes
NW-02	3700-50-93	Is the intent to keep existing underground infrastructure as is or will that be replaced?	Replace
NW-02	3700-50-93	Please clarify exactly what signal equipment is part of the "signal system" that is to be replaced.	All physical infrastructure will be replaced.
NW-03	3700-50-95	Please clarify exactly what signal equipment is part of the "signal system" that is to be replaced.	All physical infrastructure will be replaced.
NW-03	3700-50-95	Will loops be placed in/under pavement requiring pavement restoration?	Yes
NW-03	3700-50-95	Is the intent to keep existing underground infrastructure as is or will that be replaced?	Replace
NW-05	8949-00-09	Is there work anticipated on the railroad crossings for sideroads crossing the Union Pacific railroad along the north side of USH 12?	Railroad coordination will be required. The railroad crossings will not be replaced. The scope includes repaving sideroads up to the railroad crossings and review/update to signing/markings for the railroad crossings will be complete to ensure they are in good condition and properly placed. Railroad inventories may be required for the crossings adjacent to the project.
NW-06	1000-08-93	The NOI requests part-time assistance for approximately 7 hours per week. Is 7 hours per week correct?	Approximately 7 hours per week is correct, split between weekly one-on-one sessions with entry level engineers and 1-2 monthly workshops at one of the Region's offices.
SW-01	5600-00-07	Are the decorative brick pedestrian crossings and curb ramps anticipated to be replaced as part of this project? If they are, can you clarify the proposed approach (e.g., salvage and replace-in-kind, remove, or another treatment)?	The brick pedestrian crossings, curb ramps and terraces are planned to be removed and replaced with stamped colored concrete.
SW-03	1706-01-07	Please confirm the improvement concepts for each of the 4 bridge structures.	Primary work includes concrete overlay for bridges B-23-0010, B-23-0040, and B-53-0226. For B-53-0026 primary work includes superstructure repair. Complete secondary work for all four bridges as recommended by BOS.
SW-03	1706-01-07	Is a Railroad Submittal Package needed?	There will no longer be a railroad submittal package required on this project for the railroad crossing East of B-23-0010. The proposed detour route will still need to be reviewed for any Railroad needs.
SW-03	1706-01-07	Please confirm the listed schedule for deliverables, specifically that 2/1/2027 is the due date for 30% plans.	30% plans will not be due 2/1/2027, enough project information will need to be created to start the environmental review process.
SW-03	1706-01-07	Is there anticipation to increase profile along any structures/roadways?	There is the possibility of a profile raise with the concrete overlays. This will be investigated through design.
SW-03	1706-01-07	For the replacement of guardrail, what is the anticipated approach work associated with it? Full reconstruction, Pavement replacement?	Any pavement needing replacement for the guardrail upgrades will match the existing pavement.
SW-03	1706-01-07	What is the traffic control going to be for each structure? Full closure, flagging operations, or temporary signals?	A full closure is planned for all four bridges; temporary signals may also be used depending on the secondary work required.

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SW-03	1706-01-07	Will deck IR evaluations be provided by the department to help determine deck repair quantities?	If IR scans are available, they are included in the bridge plan set and would be located on HIS. Otherwise, if it is internally done, we will insert an IR scan into the bridge plan set
SW-05	5953-02-04, 5970-03-05	Is the CTH K intersection at the bridge planned to be realigned/reconstructed as part of the 5953-02-04 project?	The proposed design work at the CTH K intersection will include the pavement replacement of the intersection and guardrail replacement at the bridge. The intersection will not be realigned/ reconstructed with this project.
SW-06	7998-00-09	Why is an environmental assessment needed for the project?	- o The expected final environmental document type is a CEC. - o Findings of the environmental scoping review indicate that extra time will be required for various steps of the environmental process. - Real estate acquisitions will be required, including properties that are former RR sites that have continuing obligations. - An archeological survey will be required due to more than 1/2 acre of ground disturbance, and one of the curb ramps will be adjacent to a cemetery. - The project will not qualify for the DDDC process; a wetland determination will likely be required. - There are multiple 4f properties along the project where curb ramps will be replaced. - Tree clearing may be required at two locations.
SW-06	7998-00-09	Approximately how many curb ramps are expected to need replacement as part of this project?	149