

CURRENT QUESTIONS & ANSWERS

JANUARY 22, 2015 LETTING

201 • PENDROY - N & S

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Addendum:

Submitted: Thu, 15-Jan-2015 10:54 MDT

An Addendum has been posted for this project: [ADDENDUM](#)

To download the addendum bid files, click here: [BID FILES](#)

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-1-

Clarification:

Submitted: Thu, 18-Dec-2014 10:51 MST

Remote Weather Information System (RWIS) requirements are described in Special Provision No. 36, REMOTE WEATHER INFORMATION SYSTEM and Special Provision No. 37, WEATHER MONITORING SYSTEM SENSOR REQUIREMENTS. Plans from Vaisala, Inc. are linked for informational purposes. [VAISALA RWIS PLANS](#)

-2-

Clarification:

Submitted: Fri, 16-Jan-2015 15:12 MST

Special Provisions TABLE 551-5, BASE PRICE FOR CONCRETE, SECTION 551 REVISIONS & SAMPLING STRUCTURAL CONCRETE are hereby made a part of this contract:

[CONCRETE SPECIALS](#)

-1-

Submitted: Mon, 29-Dec-2014 09:18 MST

Company: Riverside Contracting, Inc.

Contact: Cale Fisher

Question:

Can the Department post the earthwork design and geopak files for the project?

Answer:

Submitted: Mon, 29-Dec-2014 16:45 MST

The design files for the requested project are posted on the MDT FTP site for your use at:

[GEOPAK FILES](#)

The requested files do not represent the staked project, but are only design files. The Department cannot guarantee the accuracy of the electronic data, particularly as it may be called up by your computer, nor does any data in these files supersede the data in the contract documents. In addition, the Department will not make any revisions to the electronic files pertaining to the staked project, change ordered work, or changes that are made during construction to fit field conditions.

-2-

Submitted: Wed, 14-Jan-2015 12:09 MST

Company: Arrow Striping and Mfg.

Contact: Dennis McCarthy

Question:

This question applies to all the projects. There are 2 Federal Highway projects bidding that have a new wage rate included. Will these new wage rates be on this letting?

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Answer:

Submitted: Wed, 14-Jan-2015 12:09 MST

The new wage rates with an effective date of January 9th, 2015 will be replacing the advertised wage rates by addenda for all of the projects in the January 22nd, 2015 letting.

202 • KINGS HILL - NEIHART & SF129 - SAFETY IMPROVEMENTS GIFFEN

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Addendum:

Submitted: Thu, 15-Jan-2015 10:55 MDT

An Addendum has been posted for this project: [ADDENDUM](#)

To download the addendum bid files, click here: [BID FILES](#)

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Clarification:

Submitted: Mon, 29-Dec-2014 08:51 MST

The Schedule of Items on page 2 of the Bid Package proposal incorrectly shows Shoulder Gravel measured in cubic yards. The quantity was revised to 1550.00 Tons. The plans and Expedite™ bid file are correct.

-1-

Submitted: Mon, 12-Jan-2015 14:52 MST

Company: Pavement Maintenance Solutions, Inc.

Contact: Chris Rasmussen

Question:

This project has a late Notice to Proceed which should dictate the Chip Seal to be performed in mid to late August. Due to the site conditions, this time frame will not allow proper cure time for the CRS-2P. The roadway lies in a shaded canyon and is on a north facing slope. Will MDT consider a Postpone Chip Seal for this project?

Answer:

Submitted: Wed, 14-Jan-2015 10:16 MST

No, the intent is to have the project completed this season. The project has flexible notice to proceed of June 8, 2015 which will allow project completion out to late July or early August. The contractor has the option to change the notice to proceed to an earlier date as stated in the contract time special provision.

-2-

Submitted: Thu, 15-Jan-2015 13:13 MST

Company: Nelcon, Inc.

Contact: Sam Weyers

Question:

What is the intent of item 105 070 000?

Answer:

Submitted: Thu, 15-Jan-2015 14:30 MST

The requirements for item 105 070 000 - Contractor Survey and Layout are outlined in section 105.08.2 of the Standard Specifications.

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Submitted: Thu, 15-Jan-2015 13:21 MST
Company: HighMark Traffic Services
Contact: Brad Meyeer

Question:

The summary sheet indicates there will be 2 applications of interim striping but the paint quantities will only cover one application. Which is correct?

Answer:

Submitted: Thu, 15-Jan-2015 14:42 MST

The Department foresees a single application of Interim Striping.

-4-

Submitted: Fri, 16-Jan-2015 09:37 MST
Company: Century Companies Inc.
Contact: Jonathan Skillman

Question:

Can the milling tailings on this project be incorporated into the shoulder gravel?

Answer:

Submitted: Wed, 21-Jan-2015 10:44 MST

The Department of Environmental Quality (DEQ) has determined that waste asphalt is a Group IV non-hazardous solid waste. Asphalt millings can be used as embankment of a new roadway, but only if it is covered with plant mix surfacing or 12 inches (30.5 cm) of soil capable of supporting plant growth. Please refer to the Standard Specification 202.03.3. The shoulder gravel section on this project will not be covered by plant mix or 12 inches of soil. Cold millings will not be allowed to be incorporated into the shoulder gravel.

203 • NELSON CREEK - 13 MILES S SCOBEEY

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Addendum:

Submitted: Thu, 15-Jan-2015 10:56 MDT

An Addendum has been posted for this project: [ADDENDUM](#)

To download the addendum bid files, click here: [BID FILES](#)

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-1-

Clarification:

Submitted: Mon, 22-Dec-2015 09:28 MST

- The Schedule of Items on Page 2 and 3 of the Bid Package Proposal and Expedite™ bid file contain an error.
- The bid item shown on the Schedule of Items, Section 2 – Alternate Group AA1, Line No. 0380, Item No. 603 000 055, Bedding Material 76.0 CUYD should be Item No. 603 000 050, Granular Bedding Material 76.0 CUYD.
- The bid item shown on the Schedule of Items, Section 3 – Alternate Group AA2, Line No. 0430, Item No. 603 000 050, Granular Bedding Material 196.0 CUYD should be 603 000 055, Bedding Material 196.0 CUYD.

An addendum will be issued to correct this error. We apologize for the inconvenience.

CURRENT QUESTIONS & ANSWERS

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-2-

Clarification:

Submitted: Fri, 16-Jan-2015 15:16 MST

Special Provisions TABLE 551-5, BASE PRICE FOR CONCRETE, SECTION 551 REVISIONS & SAMPLING STRUCTURAL CONCRETE are hereby made a part of this contract:

CONCRETE SPECIALS

--1-

Submitted: Mon, 29-Dec-2014 13:22 MST

Company: Nelcon, Inc.

Contact: Sam Weyers

Question:

1) Do the current 404 and SPA 124 permits cover the temporary culvert installation in Nielsen Coulee as shown on plan sheet 11? Is there historical data that shows the coulee drying up in late July or August? Will the current permits allow placing temporary culvert in live stream or flowing water conditions or will a temporary diversion channel have to be constructed prior to installing temporary culvert?

2) The project involves placing a 14x8 box pipe or equivalent in the mainline area. But, the detour sheet shows a temporary 42" pipe being used. Is MDT confident that a 42" temporary culvert is large enough to handle flows or storm events as shown on sheet 7? If the culvert and detour is washed out or fails, who will pay to reconstruct?

Answer:

Submitted: Fri, 01-Jul-2014 14:10 MST

1) MDT did not secure permitting for the temporary fills, facilities, and construction activities. No historical data was researched for the coulee drying up but it's reported from staff in the area that the drainage usually flows during spring run-off and rain events.

2) The Detour culvert is designed for a two year event. MDT specified the size of the detour pipe and will assume the risk if an event greater than the 2-year occurs.

-2-

Submitted: Wed, 14-Jan-2015 09:28 MST

Company: RDOIC

Contact: Mike Tonn

Question:

Can you please post the project's electronic design data(.gpk,.dgn) to the FTP site.

Answer:

Submitted: Thu, 15-Jan-2015 10:50 MST

The design files for the requested project are posted on the MDT FTP site for your use at:

GEOPAK FILES

The requested files do not represent the staked project, but are only design files. The Department cannot guarantee the accuracy of the electronic data, particularly as it may be called up by your computer, nor does any data in these files supersede the data in the contract documents.

In addition, the Department will not make any revisions to the electronic files pertaining to the staked project, change ordered work, or changes that are made during construction to fit field conditions.

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-3-

Submitted: Wed, 14-Jan-2015 13:08 MST
Company: Riverside Contracting, Inc.
Contact: Russ

Question:

The bedding material descriptions for the respective alternate bid items in the bid schedule do not match the plan sheet summaries descriptions for the required bedding material types, please clarify.

Answer:

Submitted: Wed, 14-Jan-2015 15:51 MST
Refer to Clarification above dated 22-Dec-2015.

-4-

Submitted: Fri, 16-Jan-2015 08:12 MST
Company: Riverside Contracting, Inc.
Contact: Estimating

Question:

In reply to the answer on question #1, will the MDT also assume the risk if the Corps of Engineers will not permit a temporary pipe less than bank full width as required in the regional conditions? In addition, we prefer to develop our own separate SWPPP, as allowed by the EPA permit, rather than using the 72-page template that MDT typically uses. Will this be acceptable?

Answer:

Submitted: Fri, 16-Jan-2015 11:04 MST
MDT will not assume the risk. The 42" CSP Drain (MINIMUM) is used since it is based upon a 2-year event by hydraulics. The contractor must comply with all applicable laws and permit conditions. The Contractor must use the SWPPP template as shown in the Storm Water Permitting Requirements Special Provision.

204 • OLD DIVIDE RD APPROACH

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Addendum:

Submitted: Thu, 15-Jan-2015 10:57 MDT
An Addendum has been posted for this project: [ADDENDUM](#)
To download the addendum bid files, click here: [BID FILES](#)

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-1-

Clarification:

Submitted: Fri, 16-Jan-2015 15:17 MST
Special Provisions TABLE 551-5, BASE PRICE FOR CONCRETE, SECTION 551 REVISIONS & SAMPLING STRUCTURAL CONCRETE are hereby made a part of this contract:
[CONCRETE SPECIALS](#)

-1-

Submitted: Mon, 29-Dec-2014 12:19 MST
Company: TrueNorth Steel
Contact: Glenda Tilden

Question:

Schedule of Items Page 2, 603-010-522 calls out CSP 18" 0.064 thickness. On plan details, page 8 Culvert Summary, it calls out CSP 2-2/3" x 1/2" Corrugation, 0.079 thickness. Which thickness is it supposed to be?

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Answer:

Submitted: Wed, 31-Dec-2014 10:16 MST

The Culvert Summary for the CSP 2 2/3" x 1/2" CORR. on page 8 of the plan sheets showing a thickness of 0.079 is incorrect, use 0.064 thickness. Plan sheet 8 can be found at the following link: [PLAN SHEET 8](#)

-2-

Submitted: Tue, 30-Dec-2014 13:18 MST

Company: Wickens Construction, Inc.

Contact: Casey Durbin

Question:

What is the anticipated Notice to Proceed for this project?

Answer:

Submitted: Fri, 09-Jan-2015 13:25 MST

The anticipated Notice to Proceed date is May 1, 2015.

205 • HARLOWTON SIDEWALKS

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-1-

Addendum:

Submitted: Thu, 15-Jan-2015 10:58 MDT

An Addendum has been posted for this project: [ADDENDUM](#)

To download the addendum bid files, click here: [BID FILES](#)

-2-

Addendum:

Submitted: Fri, 16-Jan-2015 15:47 MDT

An Addendum has been posted for this project: [ADDENDUM](#)

To download the addendum bid files, click here: [BID FILES](#)

-1-

Clarification:

Submitted: Fri, 16-Jan-2015 15:19 MST

Special Provisions TABLE 551-5, BASE PRICE FOR CONCRETE, SECTION 551 REVISIONS & SAMPLING STRUCTURAL CONCRETE are hereby made a part of this contract:

[CONCRETE SPECIALS](#)

-1-

Submitted: Mon, 05-Jan-2015 14:28 MST

Company: Riverside Contracting, Inc.

Contact: Kurt Kaufman

Question:

Will the Contractor be able to perform work outside the two block work restriction (SP #14 Sequence of Operations) when modifying the existing ADA ramps?

Answer:

Submitted: Tue, 06-Jan-2015 11:08 MST

The sequencing requirements in special provision 14) applies to the curb, gutter and sidewalk work. All other work may be performed outside of the sequencing described in special provision 14.

CURRENT QUESTIONS & ANSWERS

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-2-

Submitted: Fri, 09-Jan-2015 16:50 MST

Company: Century Companies Inc.

Contact: Jonathan Skillman

Question:

- 1) Please confirm that the removal and replacement of the concrete necessary to replace the Type II detectable warning panels is incidental and does not get paid under sidewalk.
- 2) Do the detectable warning panels that are shown as being a radius (such as the ones on sheet 35 of 51 of the plan sheets) have to be ordered as curved material or can we order square/straight ones and fit them in as best we can around the radius?

Answer:

Submitted: Tue, 13-Jan-2015 12:06 MST

1) The Basis of Payment is correct in Special Provision 21) TYPE 2 DETECTABLE WARNING DEVICES.

2) Radial detectable warning panels are required as shown in the plans.

-3-

Submitted: Mon, 12-Jan-2015 11:37 MST

Company: Century Companies Inc.

Contact: Jonathan Skillman

Question:

On Sheet 14 of 51 of the plans it shows the fence posts embedded in the block walls. Can we core drill these holes for the posts after the wall is in place?

Answer:

Submitted: Mon, 12-Jan-2015 15:45 MST

See Special Provision 25) GRAVITY RETAINING WALL H. 7). It allows for either precast or core drilled holes during construction.

-4-

Submitted: Tue, 13-Jan-2015 16:40 MST

Company: Century Companies Inc.

Contact: Jonathan Skillman

Question:

Will a paver required for the asphalt or can it be laid by hand and raked in to place for compaction?

Answer:

Submitted: Thu, 15-Jan-2015 11:56 MST

A paver is not required. Ensure the plant mix surface is smooth and drains as required in the Contract.

-5-

Submitted: Thu, 15-Jan-2015 09:20 MST

Company: Century Companies Inc.

Contact: Jonathan Skillman

Question:

Sheet 08 of 51, Note 1 states: "Apply new paint to all existing post and rail sections within the limits of this project."

- 1) Can MDT please quantify the existing railings that will require new paint?
- 2) What are the prep requirements for painting these existing railings? Example: Do we have to strip the old paint etc.?
- 3) How does the State plan on dealing with the possibility of the paint not reacting the same way to different materials that the existing railings are made from? i.e. there is a small hand rail

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in front of the courthouse that appears to be a different material than the railing that is above the football field. This could cause the paint to be different shades on different pieces of hand rails.

4) At what point will the color tones be accepted as the final colors and who makes the final decision? How do we mitigate the possibility of having to repaint if the school art teacher or superintendent (see note 1) is not happy with the final colors once the paint is applied in the field? Who would be responsible for the cost of repainting if that happens?

Answer:

Submitted: Fri, 16-Jan-2015 14:29 MST

1) The Method of Measurement and Basis of Payment for painting the handrail is hereby changed by addendum. The hand rail painting will be measured and paid by the linear foot. The total linear feet of existing hand rail to be painted is 240' and new hand rail to be painted is 297'. Use an Aluminum Epoxy Paint as described in 710.02 B) of the Standard Specifications.

2) Follow the manufacturer's recommendations regarding the paint preparation requirements. Submit a copy of the manufacture's recommendations to the Project Manager prior to installing the paint.

3) & 4) Before final painting, prepare a 2' hand rail test section for the Project Manager and Harlowton School staff to review for acceptance. Once accepted, complete the handrail painting. Acceptance will be determined by the Project Manager.

[REVISED PLAN SHEET 06](#)

[REVISED PLAN SHEET 08](#)

206 • LONEPINE - SOUTH

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Addendum:

Submitted: Thu, 15-Jan-2015 10:59 MDT

An Addendum has been posted for this project: [ADDENDUM](#)

To download the addendum bid files, click here: [BID FILES](#)

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-1-

Submitted: Mon, 05-Jan-2015 12:23 MST

Company: Intermountain Slurry Seal

Contact: Scott Mabey

Question:

Is it possible to obtain any rut data the department may have available for this project?

Answer:

Submitted: Wed, 07-Jan-2015 09:01 MST

The most current rut data can be found at the following link: [RUT DATA](#)

207 • N OF MANICKE - NORTH

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Addendum:

Submitted: Thu, 15-Jan-2015 11:00 MDT

An Addendum has been posted for this project: [ADDENDUM](#)

To download the addendum bid files, click here: [BID FILES](#)

CURRENT QUESTIONS & ANSWERS

JANUARY 22, 2015 LETTING

-1-

Submitted: Tue, 23-Dec-2014 10:25 MST
Company: Pavement Maintenance Solutions
Contact: Joe Tamburelli

Question:

Traffic control by the mile seems to be the same as lump sum traffic control. This has not been a good fit for chip seal jobs in the past. Adequate traffic control can be subjective especially with a dynamic operation like seal and cover. MDT should only pay for as much or for as little traffic control as the individual project manager requires for the specific job.

- 1) Would MDT consider changing traffic control pay item from per mile to units?
- 2) How will the traffic control meeting the requirements of section 618 be paid for the final broom and sweep?
- 3) Would traffic control by the mile be paid twice as chip sealing and final broom and sweep are identified as separate construction operations?

Answer:

Submitted: Mon, 29-Dec-2014 9:40 MST

Traffic control will remain by the lane mile for the chip seal operation. Traffic control for the final sweep and broom is to be included in the bid price for Final Sweep and Broom.

-2-

Submitted: Tue, 06-Jan-2015 11:22 MST
Company: Pavement Maintenance Solutions
Contact: Chris Rasmussen

Question:

Does MDT have any stockpile sites available for this project that are out of the eagle restriction area and within a reasonable distance of the project limits?

Answer:

Submitted: Fri, 09-Jan-2015 14:55 MST

MDT has a maintenance stockpile site that may be used as a staging area at approximately reference post 68.5 (Elk Hill Pit). Prior to use a written agreement must be in place with the MDT Kalispell Maintenance division. The agreement will include areas within the site that may not be used, the time limits for use, and the final clean-up requirements.

-3-

Submitted: Thu, 08-Jan-2015 11:57 MST
Company: Glacier Traffic Products
Contact: James Fant

Question:

Traffic Control per mile puts most if not all the responsibility on the contractor and not on MDT. It would seem, after the design process; that MDT would have a good guess as to traffic units on a project like this. Furthermore, it should be MDT's choice to use as much or as little traffic control as the Project Manager deems necessary.

- 1) Will MDT please reconsider switching back to units as originally shown in the preliminary plans?
- 2) If not, will MDT please identify which side roads will need traffic control and if they will need control 24hrs a day or just daytime hours?

Answer:

Submitted: Tue, 13-Jan-2015 12:09 MST

- 1) No
- 2) All county side roads will require traffic control. In addition, McGinnis Rd and Silver Butte Rd will require flaggers during daytime hours.

CURRENT QUESTIONS & ANSWERS

JANUARY 22, 2015 LETTING

-4-

Submitted: Tue, 13-Jan-2015 11:02 MST
Company: Pavement Maintenance Solutions, Inc.
Contact: Chris Rasmussen

Question:

The answer regarding Traffic Control for Final Sweeping and Brooming is not consistent with MDT Specifications. Your answer states "Traffic Control for the Final Sweeping and Brooming is to be included in the bid price for Final Sweeping and Brooming." Supplemental Specification 409.03.10(B) Final Sweeping and Brooming states "Provide Traffic Control in accordance with Section 618." Standard Specification 409.04.6 Sweeping and Brooming states "Traffic Control from an approved plan necessary for Final Sweeping and Brooming is measured in accordance with Section 618."

- 1) What is acceptable Traffic Control for Final Sweeping and Brooming?
- 2) How will the Traffic Control for Final Sweeping and Brooming be measured and paid?

Answer:

Submitted: Wed, 21-Jan-2015 8:45 MST

Acceptable traffic control for final sweeping and brooming must meet MDT's standards for a mobile operation as shown in the Detailed Drawings. As this contract does not have Traffic Control - Units, Traffic Control for Final Sweeping and Brooming will not be paid separately but is to be included in the cost of Final Sweeping and Brooming.