

**CURRENT QUESTIONS & ANSWERS**  
**APRIL 30, 2015 LETTING**

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**201 - BIG TIMBER - EAST & I-90 BRIDGE DECKS MP 357-391 D-5**

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Addendum:

Submitted: Mon, 27-Apr-2015 15:25 MDT

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

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

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Notice:

Tue, 14-Apr-2015 12:05 MDT

For Information Only: Contractors interested in the Big Timber East/I90 Bridge Decks MP 357-391 D-5 contract may also be interested in a Maintenance funded project on State Secondary 298 south of Big Timber. Information regarding the solicitation of bids for this contract can be found at:

[IFB Number: #HWY-311588-RP, IFB Title: OVERLAY & CHIP SEAL BIG TIMBER SOUTH, BILLINGS DIVISION](#)

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-1-

Clarification:

Submitted: Fri, 03-Apr-2015 15:55 MST

Notice to Prime Bidders: The Expedite™ bid file format has been changed. The folder for the "Bidders List" has been deleted. The information submitted by the apparent low bidder in the Subcontractor Report (Form MDT-CON-102\_8) has eliminated the need for the "Bidders List". Refer to the Subcontractor Report special provision contained in the bid package for specific requirements regarding the submittal of the Subcontractor Report by the apparent low bidder.

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Clarification:

Submitted: Mon, 13-Apr-2015 9:57 MDT

Special Provision #32 – Salvage Items - is hereby replaced with the following:

**32. SALVAGE ITEMS**

- A. Description. Remove and salvage all the metal W-beam guardrail and hardware to the MDT Big Timber Maintenance Yard. Unbolt the W-beam guardrail to the smallest length possible and stockpile at the MDT Big Timber Maintenance Yard. The yard is 0.25 miles north of I-90, P.P. 370.8.
  - B. Construction Requirements. Contact the Project Manager and Randy Roth (406)208-3055 prior to stockpiling this material. Dispose of all other materials in accordance with Section 202 of the Standard Specifications.
  - C. Basis of Payment. Include the costs for salvaging, transporting, and stockpiling the W-beam and hardware, disposing the remaining material, as well as the cost of furnishing all materials, tools and labor necessary and incidental to completing the work described under this item, in the bid price for Remove Guardrail.
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-3-

Clarification:

Submitted: Mon, 13-Apr-2015 15:51 MDT

Storm Water Pollution Prevention Plan (SWPPP) State and Quad Maps are hereby made part of this contract.

[SWPPP SITE MAPS - BIG TIMBER-EAST](#)

[SWPPP SITE MAPS - I-90 BR DECKS MP 357-391 D-5](#)

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-1-

Submitted: Wed, 15-Apr-2015 07:40 MDT  
Company: Mountain West Holding Co  
Contact: Chris Connors  
Question:

Please provide further information to clarification #2 above regarding the Salvage and Disposal of guardrail items. To be clear, the MDOT only wants all metal W-beam shaped guardrail sections (including those used in existing terminals and bridge approach sections) along with all hardware for the guardrail, terminals, and bridge approaches? NO posts or blocks are to be delivered to the MDOT.

Answer:

Submitted: Wed, 15-Apr-2015 11:00 MDT

Yes, remove and salvage all the metal W-beam guardrail and hardware to the MDT Big Timber Maintenance Yard, as per the Special Provision.

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-2-

Submitted: Mon, 20-Apr-2015 17:35 MDT  
Company: Century Companies Inc  
Contact: Jonathan Skillman  
Question:

Is the intent of Special Provision #31 to require 15% RAP or is it just an option as per 401.02.5?

Answer:

Submitted: Wed, 22-Apr-2015 11:05 MDT

15% RAP is required to be used in the Plant Mix Surfacing.

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-3-

Submitted: Tue, 21-Apr-2015 12:20 MDT  
Company: Mountain West Holding Co  
Contact: Chris Connors  
Question:

Please clarify the intent of Special Provision #34. It reads:

"Terminate the ends of temporary concrete barrier with a temporary impact attenuator or with approved blunt end protection as stated in the contract." I do not see where it specifies in the contract other than the language in this provision. Is approved blunt end protection include flaring the approach barrier away from traffic at a 10:1 and no Impact Attenuator? Since there are digouts and the contractor will need access in and out of the closed area from both ends, how far would the barrier have to flare over away from traffic to terminate without a Temporary Impact Attenuator? As there are no summaries or other locations in the plans that show Impact Attenuators or a bid item for Temporary Impact Attenuators, their use is incidental to other bid items in the contract or does a bid item and summary need to be added? Section D states that "barrier rail; required by the Contractor's operations and not shown on plans", will not be measured for payment. Only the quantity shown at each structure included in the summary will be paid and no Temporary Barrier will be paid for use on other structures? The Contractor's operations at the Jr Grade Separation (MP 376.1) include removal of the guardrail and bridge rail while replacing with a new Concrete Bridge Rail. Has the Department determined it is acceptable to leave that drop off without protection or is it incidental to other items to place temporary barrier in situations like this?

Answer:

Submitted: Mon, 27-Apr-2015 09:26 MDT

The bid item Temporary End Protection and Reset Temporary End Protection, added by addendum, will be used to pay for end treatments on temporary concrete barrier rail setups. The end treatment can include flared concrete barrier, an impact attenuator, or other approved device. Provide traffic lanes 14 feet in width (minimum) for single lane traffic on the interstate.

~~If Temporary End Treatments are used,~~ Concrete barrier rail is used for the end treatment, taper the temporary concrete barrier rail away from traffic at 10:1 (longitudinal: transverse) to the edge of the roadway on the approach side of the construction site. Quantities of Temporary End Protection and Reset Temporary End Protection have been added by addendum to the Temporary Guardrail summary frame for removing the existing bridge rail and pouring new concrete bridge rail. Other installations of temporary concrete barrier rail setup for the Contractor's operation or convenience and not shown in the Temporary Guardrail summary frame will not be measured for payment. If the contractor elects to use flared concrete barrier rail for end protection and the barrier rail needs to be moved to allow access, this operation will not be measured for payment. The quantities of Temporary Concrete Barrier Rail and

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Reset Temporary Concrete Barrier Rail are also to be increased by addendum. Sheets 2, 3 and 4 from the I-90 BRIDGE DECKS MP 357-391 D5 project are hereby replaced: [PLAN SHEETS 2, 3 AND 4](#)

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Submitted: Fri, 24-Apr-2015 07:31 MDT  
Company: Schellinger Construction Co., Inc.  
Contact: Marc Blanden

Question:

Special Provision 11 - Environmental Conservation & Coordination Measures (Black Tailed Prairie Dog) states "Do not conduct any construction related activities outside of MDT's Right of Way at the following locations: ....."

How does this restriction apply to an already permitted gravel material source that may be located in one of these locations?

Answer:

Submitted: Mon, 27-Apr-2015 11:26 MDT

Properly permitted existing gravel pits that are currently in place or pits that are secured for expansion are allowable within the locations listed in Special Provision 11. C.

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Submitted: Fri, 24-Apr-2015 07:34 MDT  
Company: Schellinger Construction Co., Inc.  
Contact: Marc Blanden

Question:

Special Provision 16 - Sequence of Operations - B. 2) states "Sequence the work so there are no more than 5 lane closures in any one direction."

Could you please clarify this?

Answer:

Submitted: Fri, 24-Apr-2015 14:56 MDT

The intent of limiting the number of lane closures is to minimize the impact to the traveling public. Special Provision 16. Sequence of Operations B. 2) is hereby changed from 5 lane closures to 3 lane closures in any one direction, or no more than 3 westbound lane closures and 3 eastbound lane closures can occur at any one time. The maximum length of any one lane closure is 3 miles.

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Submitted: Fri, 24-Apr-2015 07:39 MDT  
Company: Schellinger Construction Co., Inc.  
Contact: Marc Blanden

Question:

Special Provision 21 - Recycling and Disposal of Cold Millings - B. states " The town of Reed Point will receive approximately 200 cubic yards of cold millings at various locations in town as directed by Stillwater County."

Is it possible to provide more information on these locations so that we can determine the haul lengths and whether or not these areas are accessible with dump trucks, belly dumps, or belly dumps with pups?

Answer:

Submitted: Fri, 24-Apr-2015 13:38 MDT

Coordinate with Stillwater County to determine the exact locations. Expect to place the millings on residential streets within the town of Reed Point.

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Submitted: Fri, 24-Apr-2015 07:41 MDT  
Company: Schellinger Construction Co., Inc.  
Contact: Marc Blanden

Question:

SP 30 - Underdrain - this provision does not state how the drain aggregate will be measured and paid for or if it is incidental to the pipe.

Answer:

Submitted: Fri, 24-Apr-2015 15:58 MDT

The drain aggregate is incidental to the pipe and is not measured for payment.

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Submitted: Fri, 24-Apr-2015 07:45 MDT  
Company: Schellinger Construction Co., Inc.  
Contact: Marc Blanden  
Question:

There are approximately 20 "Authorized Use Only" median crossings in the limits of the project. Can these be utilized for haul truck turn around areas to limit traveling the long distances between interchanges? This would result in a substantial cost savings to MDT.

Answer:

Submitted: Fri, 24-Apr-2015 13:37 MDT

Use of authorized vehicle median crossings will be allowed on a case by case basis using the criteria outlined in 618.03.7 B.

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Submitted: Mon, 27-Apr-2015 09:14 MDT  
Company: Mountain West Holding Co  
Contact: Chris Connors  
Question:

I had asked for some clarification on the special provisions and plans regarding temporary concrete barrier and blunt end protection last Tuesday, but have not received an answer as of this morning. After 10:00 AM today, the contractors will not have the opportunity to ask further questions based off the answer provided. Often times, the answer is to see the plans and special provisions. The reason we are asking the questions is to clarify what we perceive as a information that is vague, problems that have come up on past projects, or oversights that should be addressed. What is the contractors course of action for seeking further information after receiving a response following the close of the Q&A Forum?

Answer:

Submitted: Mon, 27-Apr-2015 09:36 MDT

See response to question #3. If further clarification is needed after the Question and Answer Forum is closed, please contact the Contract Plans Bureau at (406) 444-6211.

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-10-

Submitted: Tue, 28-Apr-2015 10:20 MDT  
Company: Mountain West Holding Co  
Contact: Chris Connors

In the response to my questions in item #3 on the above referenced project, the response includes the following answer:

"If temporary end treatments are used, taper the temporary concrete barrier rail away from traffic at 10:1 to the edge of the roadway on the approach side of the construction site." Additionally, earlier in the response it states that the contractor can use flared concrete barrier, impact attenuator, or other approved device. My understanding of the benefit of using a impact attenuator is that it would permit the barrier to be flared off of the tangent run, at a 10:1, far enough to provide protection to the work zone but still allowing an opening for access of work equipment. Thus, the 10:1 flare would not continue to the edge of the roadway. If the 10:1 flare continues to the edge of the roadway, would a impact attenuator still be necessary? The answer provided leads me to believe that the barrier must both taper to the edge of the roadway and have a impact attenuator? If this is the case and no impact attenuator is used, where does the barrier have to flare to?

Answer:

Submitted: Mon, 27-Apr-2015 09:36 MDT

If concrete barrier rail is used as the end treatment, it must be flared away from traffic at 10:1 slope to the edge of the roadway on the approach side of the construction site and no impact attenuator is required.

# CURRENT QUESTIONS & ANSWERS

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### 202 - FROID - NORTH & SOUTH

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-1-

Clarification:

Submitted: Fri, 03-Apr-2015 15:56 MST

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No Questions at this time.

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### 203 - SF129 - SAFETY IMPROVEMENTS THOMPSON PASS

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-1-

Clarification:

Submitted: Fri, 03-Apr-2015 15:56 MST

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No Questions at this time.

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### 204 - SF129 - GUARDRAIL BEARCREEK

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Clarification:

Submitted: Fri, 03-Apr-2015 15:56 MST

Notice to Prime Bidders: The Expedite™ bid file format has been changed. The folder for the "Bidders List" has been deleted. The information submitted by the apparent low bidder in the Subcontractor Report (Form MDT-CON-102\_8) has eliminated the need for the "Bidders List". Refer to the Subcontractor Report special provision contained in the bid package for specific requirements regarding the submittal of the Subcontractor Report by the apparent low bidder.

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No Questions at this time.

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### 401 - SF129 - BUTTE HORIZONTAL CURVE SIGNING

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-1-

Clarification:

Submitted: Fri, 03-Apr-2015 15:57 MST

Notice to Prime Bidders: The Expedite™ bid file format has been changed. The folder for the "Bidders List" has been deleted. The information submitted by the apparent low bidder in the Subcontractor Report (Form MDT-CON-102\_8) has eliminated the need for the "Bidders List". Refer to the Subcontractor Report special provision contained in the bid package for specific requirements regarding the submittal of the Subcontractor Report by the apparent low bidder.

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# CURRENT QUESTIONS & ANSWERS

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Clarification:

Submitted: Tue, 07-Apr-2015 15:40 MDT

On Sheet 2 of the plans the Corridor #C000029 – MT 47 is hereby revised to MT 41.

On Sheet 3 of the plans under the C000029 column MT 47 is also hereby revised to MT 41.

**PLAN SHEETS 2 & 3**

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-1-

Submitted: Tue, 21-Apr-2015 14:22 MDT

Company: Mountain West Holding Co

Contact: Cody Cunningham

Question:

SP 11 states that the contractor is responsible for "determining and documenting the physical location, offset, clearances, and required post lengths for new signs and delineation, layout of new pavement markings, and determination of remove sign locations." Considering MDT has already provided this information in the plans, would the Department consider removing the CONTRACTOR SURVEY AND LAYOUT bid item?

Answer:

Submitted: Thu, 23-Apr-2015 11:08 MDT

Special Provision No. 11, JOB ORDER CONTRACTING CONSTRUCTION SURVEY AND LAYOUT is revised as follows:

Replace the first sentence in the provision with the following: Contractor Survey and Layout work for this contract consists of determining and documenting the physical location, offset, clearance, staked post lengths, and determination of remove sign locations. The Project Manager will furnish signing notes templates for contractor use. Provide the Project Manager copies of the completed signing notes when requested.

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Submitted: Mon, 27-Apr-2015 09:15 MDT

Company: Pavement Markings NW., Inc.

Contact: Ken Balliet

Question:

If this project is not started till Spring of 2016 season will that effect weather MDT would add the additional job orders?

Answer:

Submitted: Tue, 28-Apr-2015 11:13 MDT

No. This type of work is typically not weather dependent. MDT anticipates the need for additional job orders contingent upon designs being completed and funding availability.