

CURRENT QUESTIONS & ANSWERS

MAY 14, 2015 LETTING

101 - D3 ROCKFALL MITIGATION (PHASE 1)

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Clarification:

Submitted: Fri, 01-May-2015 13:30 MDT

Plan sheets have been updated for revisions to the crossovers. The median crossover at RP 221.0 has had an additional Traffic Control–Crossover (each) added to the summary frame on sheet 6 and now matches the Schedule of Items. The Crossover detail on sheet 7 has been revised to reflect the additional traffic control and lengths of the 12:1 tapers for crossover details at RP 217.5 (sheet 8) and RP 221.0 (sheet 10) have also been revised.

The revised plan sheets are at the following link: [REVISED PLAN SHEET 6, 7, 8 & 10](#)

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Submitted: Thu, 30-Apr-2015 12:04 MDT

Company: Montana Lines, Inc.

Contact: James S. Bumgarner

Question:

The Bid Proposal list a Variable Message Sign quantity 2 each for the project. Where are this proposed to be installed? I do not see any information other than the Bid Proposal List.

Answer:

Submitted: Thu, 30-Apr-2015 12:33 MST

See Special Provision No. 11, PUBLIC AWARENESS CAMPAIGN, Paragraph C. 2.

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Submitted: Mon, 04-May-2015 10:10 MDT

Company: Hi-Tech Rockfall Construction, Inc.

Contact: Chris Ingram

Question:

I do not see any sequence of operations for the project. Based on the crossover layout shown in the plans it appears that the contractor could potentially work sites 1, 2, 3, 5 and 6 simultaneously provided the required temporary rockfall protection systems are in place. Is this correct?

Answer:

Submitted: Tue, 05-May-2015 15:30 MST

Yes, that is correct.

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Submitted: Mon, 04-May-2015 10:19 MDT

Company: Hi-Tech Rockfall Construction, Inc.

Contact: Chris Ingram

Question:

During the scaling operation of the higher locations where it will not be safe to use cranes to support a containment net, the existing concrete barrier certainly may be damaged from falling rock even with the MRB in place. Is there a provision for payment for the repair of this barrier?

Answer:

Submitted: Tue, 05-May-2015 15:36 MDT

There is not a provision for payment of concrete barrier repair. If concrete barriers are damaged, repair or replace the barriers. Include costs in the Temporary Rockfall Protection Bid Item or other associated bid items.

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Submitted: Mon, 04-May-2015 10:17 MDT
Company: Hi-Tech Rockfall Construction, Inc.
Contact: Chris Ingram

Question:

In regards to the scaling operation for the project, I see where pavement repair is listed as incidental to 2 different items, Temporary Rockfall protection and the Scaling item; does the department have a preference on where to list this additional cost? Is there any provision for temporary pavement repair that may be needed daily or is all repair to be done at completion of the scaling?

Answer:

Submitted: Tue, 05-May-2015 15:49 MDT

Pavement repair costs for the repairs associated with Moveable Rockfall Barrier installation, removal, or moving is to be included in Temporary Rockfall Protection Bid Item. Pavement Repair Costs associated with scaling debris impacts should be included in scaling items or other associated work bid items. Repair of pavement damage within the closed work zone can be completed any time prior to opening the zone back up to traffic. If damage occurs within the open traffic lanes, the pavement would need to be patched daily to maintain a smooth traffic surface.

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Submitted: Mon, 04-May-2015 10:22 MDT
Company: Hi-tech Rockfall Construction, Inc.
Contact: Chris Ingram

Question:

The contract time is scheduled for 120 work days. The winter shutdown typically begins on 11-16. Is this a mandatory shut down date? If the weather allows can work be done past that date? If inclement weather comes in earlier will the department shut the project down at an earlier date?

Answer:

Submitted: Tue, 05-May-2015 15:46 MDT

No work requiring traffic crossovers or lane closures will be allowed after November 15th. If inclement weather precludes or prohibits traffic crossovers or lane closures prior to November 15th and all traffic lanes have been restored to their normal configuration, the department will allow an earlier winter shutdown date.

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Submitted: Mon, 11-May-2015 08:49 MDT
Company: Geobruigg
Contact: Tim Shevlin

Question:

This project has Buy America requirements for permanent steel. Wire rope is commonly available as Import; Domestic construction (steel of unspecified source that is only stranded and closed in the U.S.); and the less common specialty item U.S. Melted steel rope (U.S. melted, stranded, and closed in the U.S.). MDT Section 601 - 3.4.1 Buy America designates steel Wire Rope to be a Category 1 material. Please clarify if this project requires Domestic wire rope or the specialty U.S. Melted wire rope with associated mill certs stating U.S. melt?

Answer:

Submitted: Tue, 12-May-2015 9:30 MDT

Meet all requirements of Standard Specification 106.09 DOMESTIC MATERIALS. The wire rope is category 1 requiring certification with heat numbers from the original producing steel mill.

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102 - CARDWELL - EAST

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Submitted: Mon, 11-May-2015 08:46 MDT
Company: Mountain West Holding Company
Contact: Cody Cunningham

Question:

On previous interstate projects requiring digouts, MDT has required temporary concrete barrier rail as a form of positive protection to enhance worker and motorist safety. Does this project warrant the use of concrete barrier?

Answer:

Submitted: Mon, 11-May-2015 10:34 MDT

Concrete barrier rail is not required adjacent to the digout areas. Special Provision #12 Traffic Control and Sequence of Operations limits digout excavation operations to ensure backfill through the full depth of crushed aggregate course by the end of each work shift.

103 - SF129 - GUARDRAIL SOUTH CHESTER

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Clarification:

Submitted: Tue, 21-Apr-2015 13:21 MST

Plan sheet #3 shows Shoulder Gravel as being paid by the each. It is shown correctly in the Schedule of Items as cubic yards. The plan sheet will be revised accordingly.

104 - RAILROAD UNDERPASS LAUREL

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Clarification:

Submitted: Wed, 13-May-2015 12:23 MST

For this project there will be no joint sawing, no joint sealant, and will have epoxy coated rebar throughout. A longitudinal joint is planned at centerline to achieve the proper crown transitions. No sealant on the longitudinal joint is planned.

No Questions at this time.