

CURRENT QUESTIONS & ANSWERS

MAY 28, 2015 LETTING

201 - BUTTE CREEK - EAST OF ROSEBUD

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Clarification:

Submitted: Thu, 30-Apr-2015 11:30 MST

The files linked below represent the as-built drawings for the structures. MDT provides them for informational purposes only. They do not include drawings for modifications to the structures, such as joint replacements and guardrail revisions and may not completely represent current conditions. Thus, some of the information contained in these documents may be out of date or not applicable with regard to the advertised project. The contractor should not rely solely on the as-built drawings provided for bidding purposes nor does any data in these files supersede the data in the contract documents. [AS-BUILT DRAWINGS](#)

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Submitted: Wed, 20-May-2015 12:02 MDT

Company: COP Construction

Contact: Christian

Question:

- 1) Does the Unclassified Excavation quantity include the existing pavement?
- 2) For the existing pavement (not on the bridge) - where is removal / disposal paid?
- 3) Does the Unclassified Excavation quantity include excavation for the Rip Rap?
- 4) Is the Geotextile Stabilization quantity for the mainline section of the project only? Is it required on approaches?
- 5) On the Cut/Fill profiles - The cuts total to 1337 CY versus the Unclassified Excavation bid quantity of 2220 CY. The fills total to 1531 versus 2205 CY of embankment in the summary tables.

Answer:

Submitted: Thu, 21-May-2015 9:45 MDT

- 1) Yes.
- 2) Removal/disposal is paid under the unclassified excavation quantity.
- 3) No, the excavation for riprap is incidental to the riprap.
- 4) Yes, mainline only, not required for the approaches.
- 5) The numbers in the grading frame match the earthwork run. The earthwork run includes the add mass quantities for the bridge end backfill. The bridge end backfill wasn't shown as a line item in the grading & grading frame. The cut and fill numbers on the cross sections for mainline and the public approach are correct.

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Submitted: Thu, 21-May-2015 12:24 MDT

Company: Western Engineering Constructors, Inc.

Contact: Mike Wieck

Question:

I don't find the required piling bearing resistance in the plans or specs. Could you please direct me to the information?

Answer:

Submitted: Thu, 21-May-2015 13:10 MDT

The required bearing resistance during driving can be found in the notes on Sheet B4 of the Bridge Plans.

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Submitted: Fri, 22-May-2015 15:01 MDT
Company: COP Construction
Contact: Christian

Question:

What cure time is required on the Concrete Class Structure prior to setting the prestressed beams?

Answer:

Submitted: Tue, 26-May-2015 11:00 MDT
Please refer to specification 552.03.17

202 - SF109 CURVE SAFETY IMPROVEMENTS - CHARLO

|||||
Addendum:

Submitted: Tue, 26-May-2015 15:15 MDT

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

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

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Submitted: Mon, 18-May-2015 10:42 MDT
Company: Knife River
Contact: Mike Eichner

Question:

Would the department consider changing bid item 301 020 340 Crushed Aggregate Course into units of tons in order to measure this quantity more accurate?

Answer:

Submitted: Mon, 18-May-2015 15:10 MDT
The measurement of Crushed Aggregate Course will remain as described in the contract.

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Submitted: Mon, 18-May-2015 14:16 MDT
Company: HL Construction, Inc.
Contact: Heather Long

Question:

To clarify special provision # 17, the contractor has to wait until 8 am to begin setting up the actual traffic control or it can be set up ready to go and start flagging at/after 8 am? Is there a provision for a specific shut down time for the traffic in the evening or just the mornings?

Answer:

Submitted: Thu, 21-May-2015 08:13 MDT
Do not place traffic control devices that affect traffic prior to 8 a.m. There is no project specific restriction requiring the removal of traffic control devices.

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Submitted: Fri, 22-May-2015 11:40 MDT
Company: Knife River
Contact: Mike Eichner

Question:

Would you consider adding working days to this contract? 30 days does not seem to be enough time to complete this work.

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Answer:

Submitted: Tue, 26-May-2015 10:32 MDT

Special Provision # 2 Contract Time is changed to the following:

The work begins on the effective date stated in the Notice to Proceed (NTP) and is to be completed in 40 Working Days. The NTP will be issued with an effective date of September 21, 2015. An addendum will be issued for this change.

203 - SF119 - S-269 TURN LANE

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Clarification:

Submitted: Mon, 4-May-2015 14:40 MST

Traffic Control

Restore traffic to two-lane, two-way operation during non-working hours and from 6:30 am to 8:30 am and from 4:30 pm to 6:30 pm, Monday through Friday; during these hours, traffic is not to be stopped to allow truck access.

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Clarification:

Submitted: Tue, 26-May-2015 8:40 MST

Special Provision No. 16, UTILITY INSTALLATIONS is replaced.

16. UTILITY INSTALLATIONS

Utilities relocation work is not complete, and will not be complete as of the letting date or contract award date. Should unforeseen conditions arise which substantially delay the utilities relocation work, and directly results in a delay to the project work, make a written request to the department for a time extension (see sub-section 108.07.4). Under no circumstances will a delay in relocating utility facilities be considered justification for additional compensation. Coordinate with utilities to accomplish any relocation work remaining to be completed during road construction.

- ✓ NorthWestern Energy (gas) relocation has been completed.
- ✓ CenturyLink work should be completed by the end of May.

Contacts:

- Dave Smith, (406) 546-2175 office, (406)218-9081 cell, David.Smith3@CenturyLink.com
- Charlie Hibl, (406) 542-5992 office, (406) 544-4348 cell, charlie.hibl@northwestern.com

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Submitted: Mon, 18-May-2015 10:43 MDT

Company: Knife River

Contact: Mike Eichner

Question:

Would the department consider changing bid item 301 020 340 Crushed Aggregate Course into units of tons in order to measure this quantity more accurate?

Answer:

Submitted: Mon, 18-May-2015 15:11 MDT

The measurement of Crushed Aggregate Course will remain as described in the contract.

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MAY 28, 2015 LETTING

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Submitted: Tue, 19-May-2015 11:27 MDT
Company: Knife River
Contact: Mike Eichner

Question:

Is there base material required under the sidewalk? If so how is this item being paid?

Answer:

Submitted: Wed, 20-May-2015 12:12 MDT

1) Yes.

2) See Standard Specification 608.05 and Detailed Drawing 608-05 (CONCRETE SIDEWALK).

204 - D4 ANTELOPE SIGNING

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Clarification:

Submitted: Thu, 14-May-2015 10:23 MST

Solar Signal – Traffic:

The “Electrical” special provision states “The on/off switch will be assembled on the pole prior to picking up the solar flashers.” The on/off switch will NOT be assembled on the pole prior to picking up the solar flashers.

The “Signal Standard Type 1-200” (Bid Item 617 673 200) consists of the aluminum base, collar assembly, and 4 ½” Dia. Steel pipe. The “Signal Standard type 1-200” is contractor furnished and installed material.

The “Solar Signal” (Bid Item 617 525 010) consists of the solar engine, 12” traffic signal, mounting framework, NEMA 3R cabinet, switch, and cable. The “Solar Signal” is state furnished. The traffic signal, solar engine, and framework are pre-assembled and ready at MDT headquarters in Helena. The “Solar Signal” is to be transported by the contractor from MDT Headquarters in Helena to the construction site and installed by the contractor.

The NEMA 3R cabinet, switch, and cable are included with the “Solar Signal”. The cabinet, switch, and cable are to be transported with the “Solar Signal” by the contractor from MDT Headquarters in Helena to the construction site and installed by the contractor on the 4 ½” Dia. Steel pipe. The contractor will be required to drill a hole in the 4 ½” Dia. pipe for cable entry from the switch, run the cable inside the pipe from the switch to the solar engine, and make connection in the engine to make the signal operable.

In addition, the Sign Design Calculation is linked for informational purposes.

[SIGN DESIGN CALCULATIONS](#)

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Clarification:

Submitted: Thu, 14-May-2015 10:23 MST

It is up to the Contractor as to what materials they use to build the mechanism to raise and lower the sign, such as rope vs. cable, pulley or eyehook, etc.

CURRENT QUESTIONS & ANSWERS

MAY 28, 2015 LETTING

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Submitted: Tue, 19-May-2015 12:12 MDT

Company: Alpine Signs

Contact: John O'Brien

Question:

The Sign Location and Specification sheet does not reference signs being hinged however the Sign Design Calculation showed hinged. Please confirm that all 18 locations require signs to be hinged.

Answer:

Submitted: Wed, 20-May-2015 16:00 MDT

All 18 locations require hinged signs.