

PROJECT SHOWING QUESTIONS AND ANSWER DETAILS (Final Update 061510)

Project Number	Project Subaccount Number	Showing Date	Region
FBR 096A-039	17668	Mandatory Pre Bid Conference 5-21-10	2

Resident Engineer	Project Engineer	
Paul A. Westhoff	Tommy W. Bronniman	
Others in Attendance:		
Kelly Melgoza		

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Source of Question: Precision Steel Construction Inc.

Question: Have you selected the Companies that will bidding for the Project? If so, we would like to bid the tying of the rebar for the project. May I have the contact Information?

CDOT Response: No contact information is available at this time. Bid opening is scheduled for June 24, 2010 at which time the apparent lowest responsible bidder for this project will be announced. It is recommended that you contact the list of plan holders regarding the potential for work on this project.

Source of Question: Mandatory Pre-Bid Conference

Question: See Page 42. Can the USACE,HEC-HMS AND USACE HEC-RAS files be posted to the project website?

CDOT Response: No, refer to the Preliminary Bridge Hydraulics Report

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Source of Question: Mandatory Pre-Bid Conference

Question: See Page 33. Clarification of last paragraph of Pg 33.

CDOT Response: Self explanatory. While the Contractor has the ability to make a more attractive offer for an easement that will expedite the process The bottom line is that the CDOT Right-of-Way Manual and the Technical Requirements of Section 5 – Environmental Requirements will be adhered to.

Source of Question: Mandatory Pre-Bid Conference

Question: See Pg 39. Can the Contractor be allowed any variance on the thickness requirements?

CDOT Response The stated thicknesses of 5" of HMA and 6" of ABC (Class 6) and 24" of AASHTO A-2 or better (R-60) are the minimum requirements as per pages 38 and 39 of Section 10-Roadway Pavement.

Source of Question: Mandatory Pre-Bid Conference

Question: How is the Partnering Program to be paid as there is no F/A item for it?

CDOT Response: CDOT's portion (one-half) of the Partnering Program will be paid from the F/A Minor Contract Provisions.

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Source of Question: Mandatory Pre-Bid Conference

Question: How is the Dispute Resolution Board (DRB) to be paid and is it required?

CDOT Response: The DRB will be on an as needed basis and will be paid from the F/A Minor Contract Provisions.

Source of Question: Mandatory Pre-Bid Conference

Question: Is the F/A Incentive for both smoothness and quality?

CDOT Response: No, it is for quality only. A smoothness incentive will not be paid. The maximum quality incentive payable is \$35,000.00 for this project.

Source of Question: Mandatory Pre-Bid Conference

Question: See Page 13. Is the Design Quality Control Manager (DQCM) required to be a Professional Engineer?

CDOT Response: It is not a requirement for the DQCM to be a PE.

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Source of Question: Mandatory Pre-Bid Conference

Question: Per Hydrology Report. Can the structure opening sizes be reduced?

CDOT Response: The structure opening sizes provided in the Hydrology Report and/or the Structures Report shall be the minimum.

SEE UPDATED HYDRAULIC GUIDANCE AS POSTED IN THE GENERAL QUESTIONS PORTION OF THIS DOCUMENT.

Source of Question: Mandatory Pre-Bid Conference

Question: See Pg 44. Clarification of Field Inspection Review (FIR) and Final Office Review(FOR).

CDOT Response: The terms FIR and FOR refer to level of completion and deliverables rather than an actual meeting.

Source of Question: Mandatory Pre-Bid Conference

Question: See Pg 58. What is the definition of "accelerated bridge construction?"

CDOT Response: ABC is intended in that section for projects that make use of precast elements with steel connection plates. Examples of elements where these requirements apply are precast abutments or pier caps where steel connection plates are required to connect these elements together. Often precast elements need to be match cast to avoid "hot spots". Precast girders are really a type of ABC, but don't typically need steel connection plates and for this type of ABC these requirements were not intended to apply.

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Source of Question: Mandatory Pre-Bid Conference

Question: See Pg 65. What is the Detour Design Speed?

CDOT Response: The minimum design speed is 50 MPH.

SEE UPDATED DETOUR DESIGN SPEED AS POSTED IN THE GENERAL QUESTIONS PORTION OF THIS DOCUMENT.

Source of Question: Mandatory Pre-Bid Conference

Question: See Pg 61. Can the CDOT M&S Standards for Concrete Box Culverts be used for structure design? If yes, then will an LRFD be required?

CDOT Response: The CDOT M&S Standards for Concrete Box Culverts can be used and all structures shall be designed and checked in accordance with all referenced documents in Section 15 –Structures of the Technical Requirements in the plans.

Source of Question: Mandatory Pre-Bid Conference

Question: See Pg 46. Requested clarification of SH 96 horizontal alignment as per first sentence at the top of the page.

CDOT Response: The horizontal alignment of SH 96 shall not be modified by the Contractor. The Design team will need to determine the best geometric solution to create an acceptable alignment at the adjoining roadway segments for each structure.

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Source of Question: Mandatory Pre-Bid Conference

Question: See Pg 60. What are the Backfill requirements for a Concrete Box Culvert?

CDOT Response: See Section 206 of the CDOT 2005 Standard Specifications for Roads and Bridges and the CDOT M&S Standards M-206-1 for CBC Backfill requirements.

Source of Question: Mandatory Pre-Bid Conference

Question: Requested clarification of Errors and Omissions Insurance and the Prime Contractor's Performance Bond.

CDOT Response: The Prime Contractor's Performance bond shall cover the amount of all bid items.

Source of Question: Mandatory Pre-Bid Conference

Question: Request for clarification on the last paragraph of Pg 41 regarding submittal and acceptance of the final design to the three counties.

CDOT Response The Contractor shall neither submit a final design to nor be required to gain acceptance of the final design from Kiowa, Crowley, or Otero Counties.

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Source of Question: Mandatory Pre-Bid Conference

Question: See Pg 96. Requested clarification of the timeframe for construction regarding migratory birds.

CDOT Response: The Contractor shall adhere to the Exhibit A: Revision of Section 201 – Clearing and Grubbing and Revision of Section 202 – Removal of Structures and Obstructions - Protection of Migratory Birds as shown. Currently no nest removal has been performed by CDOT. The Design and Construction team will need to field verify the existence of any migratory nests that may impact construction schedules.

Source of Question: Mandatory Pre-Bid Conference

Question: What is the Design Event for Riprap?

CDOT Response: Criteria for design event for riprap can be found in the CDOT Drainage Design Manual which is available on the CDOT External website.

FOR CLARIFICATION SEE PAGE 10 OF THIS DOCUMENT

Source of Question: Mandatory Pre-Bid Conference

Question: Are the Force Account items (F/A) added to the Bid Items?

CDOT Response: No, F/A items are non-biddable items.

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Source of Question: Mandatory Pre-Bid Conference

Question: Describe a Modified Design Build (MDB) plan.

CDOT Response: A MBD does not have proposals as it is based on the lowest bid. The bidder must be a pre-qualified CDOT Contractor utilizing a pre-qualified Engineering Consultant team (all design firms must be pre-qualified). The lump sum bid price will be for the complete design and construction of the project outlined in the plans. The award of the project will be based on the lowest bid of all items in the schedule and will follow all standard CDOT bidding processes.

Source of Question: Mandatory Pre-Bid Conference

Question: What is the deadline for submitting questions?

CDOT Response: The deadline for question submittal is close of business on June 14, 2010 and will be answered by close of business on June 17, 2010.

Source of Question: Wilson & Co

Question: Please confirm the aesthetic requirement on page 49, section 13 of technical requirements "The contractor shall pave a minimum of 2 feet behind all Type 3 guardrail installed as part of the work." is required on this project.

CDOT Response: Yes, the 2 feet of pavement behind the guardrail is a requirement.
(See M-606-1)

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Source of Question: David Evans and Associates - Concrete Express Inc. (CEI)

Question: Will CDOT provide a stamped Survey Control Diagram to be included in the plans?

CDOT Response: After the project is awarded CDOT can provide the stamped Survey Control Diagram to be inserted in the designer's final record set of plans

Source of Question: David Evans and Associates - Concrete Express Inc. (CEI)

Question: Are structure As Builts available for the existing structures?

CDOT Response: A set of plans will be posted on the project website. The information is very limited.

Source of Question: David Evans and Associates - Concrete Express Inc. (CEI)

Question: Are H-piles required on a three sided conspan structure?

CDOT Response: Deep foundation may be required depending on whether or not the Contractor determines a deep foundation is required from his scour analysis for the 500 yr event. The Technical Requirements, Section 15 - Structures, page 55, directs the designer to the Construction Bulletin, "Three Sided Structure VECP Guidelines".

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Source of Question: Lawrence Construction– Tsiouvaras Simmons Holderness (TSH)

Question: Will the HEC-RAS files be provided to the successful bidder?

CDOT Response: No, the successful bidder shall be responsible for providing the necessary information.

Source of Question: Lawrence Construction– Tsiouvaras Simmons Holderness (TSH)

Question: Are the soil boring samples used in the Geotechnical Report available?

CDOT Response: No

Source of Question: Lawrence Construction– Tsiouvaras Simmons Holderness (TSH)

Question: What event to use in designing the scour protection (riprap)?

CDOT Response: Use Table 7.3 of the CDOT Drainage Design Manual for the scour analysis

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Source of Question: TLM Constructors – AMEC

Question: Can a loose gravel roadway surface be used for the detour?

CDOT Response: No, the roadway requires a treated surface in accordance with Section 16-Maintenance of Traffic in the Technical Requirements.

Source of Question: General Questions

Question: What is the hydraulic opening (capacity) to be used at each of the structures?

CDOT Response: Each of the structures shall be designed with the HEC-HMS SCS Unit Hydrograph (cfs) peak flows on sheet 5, Table 1 of the Bridge Hydraulics Report for a 25yr event.

Source of Question: General Questions

Question: Can the detour speed be reduced to 30 MPH?

CDOT Response: See Revision 3.

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Source of Question: General Questions

Question: Are wingwalls required?

CDOT Response: Yes, U-shaped abutments are required for all structure types.

Source of Question: Zak Dirt, Inc.

Question: Are concrete aprons required for a Concrete Box Culvert? If they are required, will they be required on both the inlet and outlet of the structure?

CDOT Response: Yes, concrete aprons are required at both the inlets and outlets for each structure.

Source of Question: Zak Dirt, Inc.

Question: What is the required asphalt thickness over a CBC? 3 or 5 inches

CDOT Response: Asphalt thickness over a CBC shall be one of the three following options: 1) A minimum of 3" when paved directly on the deck with an approved waterproofing membrane. 2) Use the Reconstruction typical section or 3) Full depth HMA with an approved waterproofing membrane.

Source of Question: Zak Dirt, Inc.

Question: In Revision 3 sheet 3A can you please clarify the Notes portion of the sheet. I am not understanding the meaning of the first portion of the notes. Does the designer have to meet all of the requirements on sheet 3A or are they a guideline? (ex. asphalt thickness, profile grade line)

CDOT Response: For clarification of the notes see M-606-1. On Sheet 3a two possible options are presented. Total removal areas near the structures will require use of the "Reconstruction Typical Section". Undisturbed areas can be addressed with either the "Reconstruction Typical Section" or the "Shoulder Widening Typical Section."

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Source of Question: Zak Dirt, Inc.

Question: Can the new roadway paving be constructed in concrete?

CDOT Response: No

Source of Question: Zak Dirt, Inc.

Question: Does the final profile grade line have to be a 6:1?

CDOT Response: The side slopes must be a 6:1 or flatter for 12 feet.

Source of Question: CEI

Question: 1. We believe there is a contradiction in direction. Per "page 11 of the project showing Q&A" We are to use the HEC-HMS to design the structures. Prior to this we were told to bid the plans and bid the hydraulic openings which were identified in the preliminary hydraul. report and bridge report. Are we allowed to provide a design which would reduce the hyd. opening?

CDOT Response: Use the HEC-HMS SCS Unit Hydrograph (cfs) peak flows on sheet 5, Table 1 of the Bridge Hydraulics Report for a 25yr event to design the structure opening size, however the proposed opening size shall not be smaller than the existing structure opening size.

Source of Question: CEI

Question: 2. Page 65a states that "proposed detour routes are to be submitted for each structure location as part of the proposal". This implies that "off alignments" detours will be allowed. Is that correct? Also, does this submittal requirement suggest that we are to provide onsite detour plans & profiles with our bid?

CDOT Response: "Off Alignment" detours are allowed. Any detours outside CDOT ROW shall be constructed at the Contractor's expense and are subject to all requirements presented in the "Technical Requirements". No, detour plans and profiles are not required to be submitted with your bid.

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Source of Question: CEI

Question: 3. Can we use side by side beams(i.e. box or slab girder) without a cast-in place deck?(Note: this questions was mentioned during our one on one interview-we would appreciate a response asap-thanks)

CDOT Response: Side by side beams (i.e. box or slab girder) without a cast-in place deck cannot be used (See Page 59 of Technical Requirements, Section 15 – Structures.

Source of Question: Sema Construction

Question: Is railroad insurance required for this project? If so, what % of the project is located within the railroad right-of-way?

CDOT Response: Railroad insurance would only be required if the construction work extends outside the CDOT ROW on the railroad side.

Source of Question: Sema Construction

Question: Section 19, Exhibit B List of Standard Special Provisions seems to include several provisions that do not apply to this project. Is this correct?

CDOT Response: Yes, this is correct. The design firm will be responsible to incorporate only the SSP's which are applicable to this project.

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Source of Question: Wilson & Co

Question: Section 12, page 44, of the technical requirements, first paragraph, last sentence; "For all hydrologic return periods analyzed, the proposed bridge structure(s) shall not exhibit inferior hydraulic performance in comparison to the existing structure, and where possible, shall exhibit an improvement in hydraulic performance, but in all cases shall will meet CDOT requirements." Several structure alternatives provided in the hydraulics report raise the 25/100 year water surface elevations (Table 4). Do the structures in the hydraulics report meet the requirements of Section 12 or are they not hydraulically acceptable?

CDOT Response: **Use the HEC-HMS SCS Unit Hydrograph (cfs) peak flows on sheet 5, Table 1 of the Bridge Hydraulics Report for a 25yr event to design the structure opening size, however the proposed opening size shall not be smaller than the existing structure opening size.**