

Lower D2 Ditch Flood Mitigation Project

Lewis and Clark County, Montana

September 2024

Bidder Questions and Answers Received During Open Question Period

Q: Have the precast materials already been purchased?

A: *Yes, Lewis and Clark County has procured the precast materials under a separate contract. A tentative construction schedule was developed and included in the Appendix of the Project Manual. That schedule is based on the precast materials ready date.*

Q: What is the construction timeline? Article 4 shows March 2024 and April 2024.

A: *Contract times listed in Article 4 of the Agreement Form were in error and should be 2025.*

Q: What is the weight of the RCB lay sections?

A: *Each 12' x 6' section weighs 27,500 pounds. Each 20'-8" x 8' section weighs 63,500 pounds.*

Q: Can the Rinker precast shop drawings be provided?

A: *The Rinker shop drawings are provided in Addendum #1, attachment 3.*

Q: Can the Arrowhead box be installed earlier, given that it has an earlier ready date for construction?

A: *The replacement of this crossing requires a detour over the new Crossing D, meaning Crossing D must be completed before the detour can be established. The owner of the existing Crossing D has not granted permission for a detour at that location.*

Q: How many days will it take to deliver the Arrowhead culvert from the Billings Rinker plant?

A: *Rinker stated that the delivery time depends on the number of trucks available, with a likely timeframe of 2 days but potentially up to 5 days.*

Q: Has the Northwestern Energy gas line at Arrowhead Crossing been relocated sufficiently to accommodate the planned construction, or is additional relocation required?

A: *The county confirmed that the gas line will not interfere with the construction work.*

Q: Will the overhead power at Arrowhead Crossing been relocated sufficiently to accommodate the planned construction and crane use?

A: Coordination on the relocation of the overhead power has confirmed that the power line will be moved prior to construction. The proposed relocation schematic is provided in Attachment 1.

Q: Is traffic control required for this project?

A: The need and scale of any traffic control must be determined by the bidder. It is not anticipated that substantial traffic control will be needed.

Q: What should be done at the culvert channel interface, considering the culvert is countersunk by 1 foot?

A: It was acknowledged that backfilling the culvert barrel with riprap is not required. However, native channel material should be placed at a 2:1 slope from the top of the riprap in the channel, sloping downward into the culvert barrel at both the inlet and outlet. This modification will be included in Addendum #1.

Q: Is it necessary to grout the lifting holes?

A: Culvert installation must adhere to Montana Department of Transportation specifications, unless modified by details in the approved shop drawings (attached to these minutes) or other contract documents.

Q: What is the size of the construction limits?

A: The limits were set 10 feet back from the top of the ditch bank. It was discussed that this size may not accommodate a crane and/or staging. Any additional space required must be coordinated with landowners and approved by the engineer. The county noted that landowners will be informed about the potential need for extra space and that prospective bidders may contact them to understand the limits.

Q: Can/will landowner contact information be provided?

A: Landowner contact information will be emailed to attendees and is also included in the pre-bid meeting minutes, included in Addendum #1.

Q: How can a contractor provide as-built surveys and record drawings if the survey control information was not provided by the engineer?

A: Survey control information will be established at each crossing and provided to the selected contractor after the award. This will be included in Addendum #1.

Q: Can you please clarify the compaction requirements?

A: Sheet D-01 provides the compaction requirements for non-road embankments, specified as 95% compaction in 6-inch lifts of native backfill. Sheet D-05 provides the roadway embankment compaction requirements.

Q: Will it be necessary to heat and cover the fill material and/or subgrade to eliminate frozen chunks?

A: Whatever means and methods you find appropriate to eliminate frozen chunks and/or other debris will be suitable.

Q: Per the plans and specs we are to re-seed the disturbed areas, could you please provide a spec for the seed mix? It states drill seed, would broadcast be allowed.

A: It is acknowledged that a seed mix spec was not specified. Two seed mixes are provided in Addendum #1, as well as removing drill seeding requirement.

Q: Has it been discussed with landowners that they might prefer to seed themselves to ensure the appropriate mix?

A: The topic of landowners providing their own seeding has not been discussed. For the sake of bidding, it is assumed seeding will follow the specifications provided in the drawings and Addendum #1.

Q: Is it possible to provide flow rates for the water on the culvert project that you can share with us?

A: It has been relayed to us in the past that the "baseflow" in Lower D2 is 60 cfs, but this seems high based on recent observations and past experience. Unfortunately, we don't have a recent flow measurement.

Q: Can the county provide a copy of the SPA 124 and 318 so the contractor can know what was authorized as temporary facilities and dewatering ect?

A: Regarding SPA 124 and 318, we haven't received those permits yet. During our site visit a few weeks ago, there were no concerns about dewatering methods when I mentioned that coffer and pump might be used.

Attachment 1

