

**CAMPBELL COUNTY DEPARTMENT OF PUBLIC WORKS
UNION CHAPEL – FAIRVIEW ROAD PROJECT
PROJECT NUMBER: 10.002**

Contractor / Supplier Questions

PROJECT: Union Chapel – Fairview Road Project

OWNER: Campbell County Department of Public Works

DESIGN ENGINEER: Stetson Engineering, Inc.
P.O. Box 457
601 Metz Drive
Gillette, WY 82717

- 1. Question was asked as to where the Crusher Run Sub-Base material was being used on the project.*

The Crusher Run Sub-Base material will be used as directed by the Engineer to cross the wetland locations in the event of soft sub grade. The material will be paid by the square yard and is planned for a thickness of 2-feet.

- 2. Question was asked if a SY price could be used for the placement of crushed base. This would eliminate the need for using a scale if the base was hauled now and stockpiled in town.*

This was clarified in the pre-bid meeting. A SY bid item/option may be added by addendum. The owner would like all contractors to have the same options while bidding the project.

- 3. Question was asked if the owner would accept a granite/scoria blend material for crushed base. Test results could be provided.*

This was clarified at the pre-bid meeting as well. Scoria or scoria blends will NOT be accepted as a crushed base produce.

- 4. Question was asked regarding the use of surfacing on the detours. Could the plans add a surfacing, or even allow the use of mill tailings as a temporary surface. The contractor did not want to run traffic on dirt.*

A surfacing item will be added by addendum to the project prior to the bid due date.

5. *Supplier asked about the note under the pipe summary that states “Flared end sections must meet the CR number associated with the Pipe”. They only supply bituminous coated flared ends and do not poly coat their flared end sections.*

The specifications list the flared end treatment for poly coated pipes to be bituminous coated. In the case of CR-5 pipes, the bituminous coated flared ends would meet the specifications and match the CR number.

6. *Supplier and Contractor asked about fill heights over the pipes.*

The profiles are shown in the plans and give the fill heights over the pipe sections. There is approximately 30 feet of fill over one pipe on the project.

7. *Question was asked if the testing frequencies were given in the plans for the contractors testing or the owner provided testing.*

The testing rates given in the special provisions are the MINIMUM testing rates for the owner provided testing on the materials used in the project. The contractor should do their own quality control testing but will not be testing side by side with the owner.

8. *Question was asked if the milling of the existing Union Chapel Road was to take place after the new road was open and used by traffic.*

Yes, the existing Union Chapel Road will stay in service until the new road is open to traffic. Then the surfacing can be removed from the road and hauled to the County Road and Bridge yard.

9. *Question was asked about clarification of statement referencing geogrid on the project.*

There is no “geogrid” material planned for use on the project; there is however a bid item for geotextile subgrade reinforcement fabric which must meet the requirements given in Special Provision 12 in the Project Manual. This fabric will be used in conjunction with crusher run sub-base material to cross wetlands areas if conditions require it.

10. Aggregate supplier did not feel that the Crusher Run Sub-Base scoria could be crushed as clean as the gradation was specified.

The gradation for the Crusher Run Sub-Base will be revised in the upcoming addendum. This will allow for better range of suppliers to be able to provide a product to use to cross poor sub-grade.

11. Contractor asked the question “Which grading of base is specified on the project?”

The base used on the Union Chapel / Fairview Project is a grading L, and the gradation is given in the Materials and Rates in the plans. Scoria or shale will not be accepted for this material.

12. Two contractors asked about the Culvert Removal bid item and why there are only 2 culverts paid for removal.

The removal of culverts are incidental to the installation of culverts, when they are in the same location / excavation. The payment of removal of culvert is only used when a culvert needs to be removed in a location different from the installation of a culvert.

13. Subcontractor that did not attend the pre-bid meeting asked for directions to locate the beginning of the project in the field.

Land marks were given to assist the contractor in location of the beginning of the project.

14. Subcontractor asked if the payment for end panels and brace panels on temporary fence were paid individually.

Note at the bottom of the fence summary states that the panels are incidental to the temporary fence bid item.

15. Contractor asked if Prime was going to be used on top of the crushed base.

The Materials and Rates sheet list a rate of application for prime on top of the crushed base. There is no bid item for prime, and prime will not be used on the project. The contractor could use prime to protect his surface from traffic and weather at his own cost.

16. Contractor asked for clarification on the use of Reinforced Concrete Slope Paving.

This item is used for the payment of the slope paving around the 72" Culvert at station 61+00. Cut Off Wall Concrete will pay the vertical cut off wall under the front of the Step Bevel End. Slope Paving concrete will pay for the concrete paving on the sloped part of the bevel end, laying on the dirt fill slope.

17. Contractor asked for the Addendum, or when it will be released.

The Addendum was in review and will be posted either the afternoon of Wednesday, February 22 or the morning of Thursday, February 23.

18. Contractor asked about the gradation on the Pit Run Sub-Base, particularly the #4 and #200 screens. Concern was the cost to make a product that clean

The screens were changed in Addendum #1 which was posted the morning of Feb 23.

19. Contractor asked if the striping contractor needed to hire a survey crew to lay out the stations where the striping changed from passing to no passing.

The stations shown in the summary for the striping changes can be re-established in the field prior to striping by the Engineer.

20. Two contractors have asked if the water in the wetlands areas could be used as construction water.

The water belongs to the landowner and is used for stock water. Any use of the water as construction water would have to be arranged with the landowner by the contractor.

21. Contractor asked if the topsoil was included in the earthwork.

The topsoil on the project is not included in the earthwork run. The topsoil is separate and was taken out of the model prior to the calculation of the earthwork.

22. Contractor asked for clarification on the two pipes to be removed on the project under the removal bid item. It was difficult to tell from the plans.

The pipe culverts that are going to be removed under the removal bid item are in the existing Fortner property driveway. The description in the summary gives a station and calls out the driveway as the location for removal.

23. Contractor asked if soils report would be available to public.

The most current Geotechnical Report was published to the Stetson Engineering, Inc. website where it can be downloaded and reviewed.

24. Contractor asked if a total area of sign faces were available.

The areas of the signs are not in the plans. The signs will need to meet the MUTCD standard for multi-lane roads.