

IDAHO DEPARTMENT OF ENVIRONMENTAL QUALITY

ITB13-03HW

2013 UNPAVED ROAD REMEDIATION PROJECT

PRESUBMITTAL CONFERENCE

AUGUST 23, 2013

PRESUBMITTAL QUESTIONS, DEQ RESPONSE AND ITB ADDENDUM

This document contains the questions submitted by bidders for the above noted Invitation to Bid (ITB), responses provided by the Department of Environmental Quality and Addendum to the ITB.

Purpose of this Invitation to Bid

The work involves the construction of precast concrete retaining walls, a bridge culvert, channel excavation, shaping, and armoring, guard rail installation and other related work as set forth in the Contract Documents. It is the intent of these documents to describe the work required to complete this project in sufficient detail to secure comparable bids. All parts or work not specifically mentioned which are necessary in order to provide a complete installation shall be included in the bid and shall conform to all Local, State, and Federal requirements. Bidders are not required to be licensed as a Public Works Contractor in the State of Idaho; however, they must be licensed prior to award of the contract.

Administrative Notes

The public gravel roads in the Basin from Harrison to Mullan were sampled. This is a process to cap any of the roads that are contaminated above the action levels for Superfund cleanup. In some cases there will be some subexcavation in front of properties for drainage. In most cases you are just going to cap the existing road after you process it.

Some of the submittals required are: a traffic control plan, schedule, and the different suitability requirements for the rock: the gradation, the soundness, the cleanliness. It has to be 100 parts per million or less in lead content. As far as construction staking goes, the existing road surface is the control for everything. The way we measure it: the contractor goes out and sets hubs every 50 or 100 feet on the edge of the road to grade to. So we'll check the hubs to make sure that they are six or six ½ inches above the existing grade depending on how you are going to compact. Then we check the hubs in the end to make sure we get the six inch cap on there. Then we will do several potholes down the center to make sure the six inches is there. We will verify and document that we got the Superfund cap.

Separate sealed **BIDS** for the 2013 Unpaved Road Remediation Project **are due** (hand delivery, mail, or courier) to the Idaho Department of Environmental Quality, Attention: Marcia Todd, 1410 North Hilton, Boise, ID 83706 **by 2:00 PM local time on August 29, 2013**. Bids received after this time/date **will not** be accepted. The bids will then be publicly opened and read aloud in the IDEQ lobby, 1410 North Hilton, Boise, Idaho 83706 at 2:05 PM local time.

Any major questions/clarifications addressed in the Presubmittal conference are shared with other prospective bidders even if they did not submit questions. The reason the information is shared is that the State of Idaho, using taxpayer dollars, must maintain an even playing field so that everyone has the same information, the same chance at submitting a bid with the same information as the prospective bidders who attended the Presubmittal conference. The bid addenda is posted on the DEQ website www.deq.idaho.gov and sent to all parties recorded by the Engineer as having received the bidding documents. Only questions answered by the Addendum will be binding. Oral and other interpretations or clarifications will be without legal effect.

The contents of the ITB, Bidder Questions and DEQ Response, ITB addendum, the selected bid submitted and the fully executed Agreement between Owner and Contractor for Construction Contract will become the contract statement of work.

PLEASE NOTE: THE FORMS FOR CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS AND CERTIFICATION OF INDEPENDENT PRICE DETERMINATION ARE ATTACHED WITH THIS ADDENDUM. THEY MUST BE COMPLETED AND ARE REQUIRED TO BE RETURNED WITH YOUR BID PROPOSAL. ALSO ATTACHED IS GENERAL DECISION NUMBER ID130063 07/26/2013 ID63 FOR YOUR USE.

Bidder Questions/DEQ Answers

Bidder questions are numbered and in **Bold** type.

1. How do you know how deep it is when you start excavation?

Answer: You cut it in accordance with the cross sections in the profile on the drawings. It says a six inch cut. All we have to have is a six inch cap to meet the Superfund requirements. You can either put the cap on top of the road or you can take out the excavation for drainage purposes and put a six inch cap.

2. Why are there so many small projects?

Answer: Because they are the only sections that are contaminated. We can't do more than what is under Superfund; only the sections that are contaminated can be remediated under this process.

3. Why weren't they combined instead of eight schedules?

Answer: Because each road stands on its own as a Superfund remedy. You have to have an as-built set of drawings for each project. Each road segment stands on its own like a property.

4. Each one has a mobilization?

Answer: Yes.

5. Is it all or nothing?

Answer: Yes. It's a bid for the whole package. The reason they are broken out you have a different drawing for each road segment and different quantities for each road segment.

6. Do you have an engineer's estimate?

Answer: The estimate is \$500,000 to \$1,000,000.

7. You said 60 days to completion? 30 Days from award to NTP?

Answer: We want to give the Notice to Proceed as soon as possible. I am hoping to have a Notice to Proceed on the contract by September 6.

8. There are submittals that are required to be produced – so are you saying that in those five days produce those submittals?

Answer: Yes.

9. I know there are documents that need to be submitted to the EPA, the NOI and the SWPP Plan, Section 1001, 1.4 D.

Answer: We'll take a look at that because we'd like to get going as fast as possible.

10. You want it completed this year?

Answer: We want to get going on it and get as much done as we possibly can.

11. Start the first of October?

Answer: If we open the bids on August 29, we will get the Notice to Proceed out as soon as possible. The start could be prior to the first of October. Please note that we have one project coming right after the other; if you advertise a project and you award it, the money is obligated and it can't be spent on anything else.

12. The rock that is going into these projects has been approved?

Answer: Part of the submittals you will have to produce will have to show where you are getting it, along with the source if it has not been approved for the cleanliness, gradation, abrasion, the typical crushed rock requirements. It's all in the specs; there is a specification for every product in the job. There is a 3/4 inch minus aggregate which is the surface course of the road, the cap that goes over the road. Then there is also a material called 'rock cap' which is basically an open graded 2 1/2 inch rock used for erosion control in the ditches in some places. On page 53 there is a gradation table for the 3/4 inch aggregate, the rock cap and the rip rap. Basically, around the culverts the bedding is 3/4 inch minus and the back fill is 3/4 inch minus throughout the project other than the erosion control wherever it's called out.

13. Will the unsuitable material quantity that you have to take out be paid under the quantity that you have to haul back in?

Answer: We don't have anything in there for soft spot repair. It's called General Excavation. If you'll notice the volume is the same. General excavation is the same volume as unsuitable haul. Everything that you excavate out has to be taken to a repository.

14. So you are saying that there is no fill back in that area?

Answer: That unsuitable excavation is the six inches you take out and you are going to backfill with the new six inches of rock. If you hit a soft spot we'll have to deal with that.

15. So to go back to the SWPP mentioned earlier, it's required for any property an acre or larger which two of those properties are. Based on what the contract says we'd have to have a SWPP for each one of those? It requires BMP's even to the point of on your exits you have to have a decon pad basically constructed to spec.

Answer: There is no intention whatsoever to do any of that on these road projects. We will have to correct it. There is a bid item for erosion control BMPs but the intent was not to go to the extent of doing a SWPP. We will issue an addendum to clarify what is needed.

16. I just want to make sure it gets removed so I don't have to deal with that.

Answer: There is no intention whatsoever to include that. The erosion control BMPs basically is up to the Contractor to make sure you don't have any kind of erosion – leave a ditch open too long and if you do you need to put some waddles down or something like that. It's not meant to be a SWPP.

17. It's located on page 228, Section 1001 1.4 B.

Answer: This will not apply. We will issue an addendum to clarify.

18. Is that 60 calendar days or work days?

Answer: That's calendar days.

19. In the Davis Bacon Wage Determination, it says Shoshone County Zone. The line splits in Shoshone County. Is it Zone 2?

Answer: We have copies of Attachment C. General Decision Number ID130063 07/26/2013 ID63 for you.

20. Are we bidding this all Zone 2 or do we have to split between Zone 1 and Zone 2?

Answer: You have to meet the Davis Bacon Wage Rates, whatever the applicable ones are in the Zone that you are operating in. Prevailing wages for heavy construction apply. You must meet the Davis Bacon Wage Rates in whatever Zone you are working in.

21. Do we know which repository we are supposed to haul to?

Answer: These projects are all in the Basin so the repository will be East Mission Flats in the lower Basin and Big Creek Repository in the upper Basin.

22. So we will haul to whichever one is closest?

Answer: Yes. Both repositories will be open. Your equipment will have to be deconned when you haul to the repository, but the repository operations decon for you.

23. Does your equipment have to be deconned when you leave the site?

Answer: No, that's when they do it at the repository. You put the contaminated product in your truck, cover it, and take it to the repository. The repository will wash your truck off. Then you can go load clean material or another load of contaminated product.

24. I'm asking about the excavator, loader, or whatever. Do you have to decon that before you can use it again?

Answer: We need to do everything that meets the ICP. Before you are awarded the project you need to be an ICP Contractor if you are not already one. At that time they will give you all those rules what you need to know to meet that ICP requirement. You can bid this contract and not be an ICP Contractor. On Mondays at 8:00 a.m. and Thursdays at 1:00 p.m. the Panhandle Health Department gives the tests for ICP Contractor. The Panhandle Health Department will explain all the rules for decon, site controls, all the kind of information that has to do specifically within the ICP boundaries. It doesn't cost anything, but it is required.

25. If you finish the road, and they cannot oil it due to weather, will there be a refinishing change order or anything?

Answer: If that happens we will work with the Contractor to figure out if there are any additional expenses.

26. It does show on the plans the percent off ground, are you concerned about that or just recreate existing?

Answer: Basically, recreate existing. There is not a lot of geometric design. It's mainly just getting the area of contamination on top of the road.

27. So is there not a warranty on this? You cover it, finish it and the road crew decides to dig around a little bit?

Answer: It's done. We'll do a final and it's finished. We can final each section and have it out of the way.

28. Do we have to start this year?

Answer: Yes, we need to because of the commitment to EPA.

29. Is there any visual fabric required?

Answer: If it is not showing anywhere, then no.

30. Is 40 hour hazwopper training required for all employees?

Answer: Yes. That's actually an OSHA requirement.

31. Is that for this project coming up?

Answer: That's for every project in the Superfund Site.

32. Are you anticipating more of these projects next year?

Answer: There will be one more gravel ITB this year. But we will be advertising several remedy protection projects next year.

33. Do we need to notify residents when we are going to do a culvert across the road?

Answer: We need to notify the residents beyond that point.

34. What are the working hours start to finish?

Answer: We have from 7:00 a.m. to 5:00 p.m. in the plans. This would be more for working in Osburn and some of the different residential areas. If you are out in the county where there is not a lot going on that could be adjusted. The way it is stated is 7:00 a.m. to 5:00 p.m. unless otherwise approved by DEQ, so we'll work with you on that.

There were no further questions.

ATTENDEES:

Terry Harwood, BEIPC/DEQ
Scott Brown, TerraGraphics
Bea Radford, TerraGraphics
Marcia Todd, DEQ
Lukasz Godzien, Pilot West Corporation

Don Ferguson, Ferguson Contracting Inc.
Bill Parker, Knife River
MDM Construction
Dan Frisella, North Wind Construction

Addendum attached.

IDAHO DEPARTMENT OF ENVIRONMENTAL QUALITY

ITB13-03HW

2013 UNPAVED ROAD REMEDIATION PROJECT

ADDENDUM NO. 1 TO THE BID DOCUMENTS

2013 Unpaved Road Remediation Project

Addendum Date: August 27, 2013

This addendum shall be a part of the Contract Documents and modifies the original Contract Documents as described. This addendum shall be acknowledged in the space provided in Article 3 of the Bid Form. Failure to acknowledge may subject Bidder to disqualification. This addendum has been issued to all known Plan Holders.

Clarifications and Additions

1. Application and mixture specifications for final dust abatement are as follow: Once the crushed aggregate road surface has been installed, approved compacted, and to final grade, the surface shall be treated with magnesium chloride dust abatement. The product shall be uniformly applied to the finished surface at optimum moisture content using a computerized truck applicator. The product shall be applied in two passes at a rate of 0.25 gallons per square yard (0.50 gal/sy total).

The final dust abatement product shall conform to the following mixture:

Magnesium Chloride	30 – 33%
Sulfate	1.0 – 4.0%
Nitrate	0.1 – 0.5%
Water	62 – 70%

2. It has been determined that this project will be considered routine maintenance and a Storm Water Pollution Prevention Plan (SWPPP) is not required. However, it is the Contractor's responsibility to provide and maintain storm water management and erosion control BMP's as otherwise specified in the Contract Documents.