

MONROE COUNTY ROAD COMMISSION
NOTICE TO BIDDERS INQUIRY RESPONSE

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MCRC Project No.: Various
RFP Description: Design Engineering Services - 2017 Federal Aid HMA Resurfacing
Proposal Due Date: Friday, September 2, 2016 at 12:00 p.m.
Responded By: Michael Smith
Response Date: 08/31/2016

The following question(s) and answer(s) are provided below in response to an inquiry received regarding the above project:

Question No. 1: Are we stopping at the west bridge approach for Newport over I-275?

Answer No. 1: Yes. The limits for the first location on Newport Road are US-24 to the west bridge approach over I-275. The limits for the second location on Newport Road are 1,000 feet west of the southbound I-75 off ramp to the southbound I-75 off ramp.

Question No. 2: The approach guardrail for Newport/I-275 doesn't appear to meet current specs, at least the end segments. Are we expected to change these?

Answer No. 2: No. The design guidelines being used for the Newport Road project is Preventive Maintenance (PM), and guardrail improvements are not included in the scope of the project. If MDOT requires the guardrail end sections to be upgraded to current standards, the Road Commission will request to replace the end sections with its own forces under its state maintenance contract with MDOT.

Question No. 3: On Swan Creek, do we gap the bridge deck over I-75? Would our limits be the approaches?

Answer No. 3: Yes, butt joints would be milled at the concrete bridge approaches. There will not be any work on the bridge deck over I-75.

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Question No. 4: On Swan Creek, do you want to go right up to the RR tracks by Brandon and reconstruct the crossing, or are we gapping at RR ROW? Same with dual track crossing near Drew St? What about roadway between dual tracks?

Answer No. 4: For each of the railroad crossings within the limits of the Swan Creek Road project, the intent would be to mill a butt joint approximately 5 feet off each rail and overlay the road up to the crossing. None of the railroad crossings will be reconstructed as part of the project, and no work will be done on the 120 foot long section between the Norfolk Southern and CN railroad crossings near Drew Street.

Question No. 5: Any history with the box culvert/bridge on Geiger? I assume if not touching that, we don't need to mess with that guardrail either? BTW, that headwall looks pretty rough, at least the part that above the roadway.

Answer No. 5: The Monroe County Road Commission will be replacing the Geiger Road structure over Pitts Creek in either the fall of 2016 or the spring of 2017 under a separate contract with the Monroe County Drain Commissioner.

Question No. 6: On Lewis, the big box culvert north of Albain has no guardrail. Are we to assume we are leaving it this way?

Answer No. 6: Yes. The design guidelines being used for the Lewis Avenue project is Preventive Maintenance (PM), and guardrail improvements are not included in the scope of the project.

Question No. 7: There is a dual RR crossing on Dunbar. Are we going to reconstruct the crossing or stay out of it?

Answer No. 7: For the dual railroad crossing within the limits of the Dunbar Road project, the intent would be to mill a butt joint approximately 5 feet off the two outside rails and overlay the road up to the crossing. No work will be done between the rails.