



# DALLAS COUNTY PURCHASING DEPARTMENT

August 1, 2017

## GENERAL INFORMATION NO. 1

**BID No. 2017-054-6678**

**Contract for Major Capital Improvement Program No. 10217B Denton Drive from Walnut Hill Lane to 850 North of Royal Lane**

THIS DOCUMENT IS BEING PROVIDED FOR GENERAL INFORMATION PURPOSES ONLY  
(THIS IS NOT AN ADDENDUM)

The Dallas County Purchasing Department has received and hereby provides for general information purposes only the following questions and the County's responses. (Note: Due to time constraints, Dallas County will not be responsible for ensuring confirmation vendor receipt of this and/or any further acceptance of and/or responses to future questions prior to the solicitation opening date.)

**Question No. 1:** Does the Contractor submit the Original Proposal and one copy per sheet 3 of 551, or two copies per sheet 13 of 551?

*Response* *vendor is to submit one (1) original marked original and two (2) complete copies marked copy*

**Question No. 2:** The Example of Bid Prices Submitted by Computer Printout on sheet 228 of 551 shows a column for the unit price written in words. The unit price written in words is unnecessary in a computer printout Proposal, because the numeric unit price can govern without the written word. Also having to state the unit price written in words introduces another unnecessary chance for error. Will Dallas County allow the Contractor to submit a Computer Printout without the unit price written in words?

*Response:* *There is no reference to omitting written words on the computer. Bidder must care to write legibly for evaluation*

**Question No. 3:** Page 490 of 551, Item 170 – Irrigation Contingency: What is the contingency amount Dallas County wants for Item 170 in the Proposal?

*Response:* *Based on our knowledge, there is no irrigation system discovered during design of Denton Drive Phase I*

**Question No. 4:** Bid Item 752-2044, Tree Removal (Deliver to DART): The work required to deliver trees to DART needs to be defined. (I'd be glad to cut them down and deliver them if that's what they want.)?

*Response: Please see addendum #3*

**Question No. 5:** Bid Item 132-2002, Embankment (Final)(Dens Cont)(TY A): Why does the County want TY A embedment material? Why not use the material excavated from the Project which would be TY D?

*Response: Please see addendum #3*

**Question No. 6:** How is the plain concrete sidewalk on the side streets paid?

*Response: Please see addendum #3*

**Question No. 7:** How are Railroad headers and Street Headers paid?

*Response: They are to be subsidiary to Item 360*

**Question No. 8:** Item 360-2011 & 2012, Conc Pvmt (Jointed-CPCD)(10") and (11"): Does the County want the concrete pavement built per the City of Dallas 251-D's or TxDOT's CPCD details? Also, is the concrete for the paving TxDOT CL P, or City of Dallas 4000 psi and 4500 psi?

*Response: Concrete pavement shall be constructed per TxDOT CPCD (Concrete Pavement Contraction Design) details using class P Hydraulic Cement Concrete in compliance with related special provisions included in the contract documents*

**Question No. 9:** How is the Contractor paid to replace the 4' Chain Link Fence shown on Plan Sheet 30 at the southwest corner of Joe Field and Denton?

*Response: The fence is only to be removed and not replaced*

**Question No. 10:** Please confirm the proposed concrete driveway thickness is 8". Plan Sheet 54, Section B-B shows 6?

*Response: All driveways are for commercial or industrial properties and should all be 8" thick*

**Question No. 11:** Plan Sheet 60 shows the detail for Bicycle Track Edge Toewall and Rail Base. Plan Sheet 127 shows the detail for the Pedestrian Guardrail Post Foundation. When is the Toewall section used, and how is the Contractor paid for both applications.

*Response: Where the rail is to be installed and the adjacent ground will be flush with the top of the bike track pavement the detail on Sheet 127 is to be used. When the adjacent ground will be more than 3" lower than the bike track pavement the detail on Sheet 60 should be used with no "curb" extending above the pavement. Where the adjacent ground is above the bike track pavement the detail on Sheet 60 should be used with the "curb"*

**Question No. 12:** Plan Sheet 128 shows details for Subgrade Stabilization for the sidewalk and cycle track. In our experience subgrade stabilization for sidewalks and trails is rarely used. The Geotechnical report indicates the existing subgrade is greater than 18.

Will Subgrade Stabilization (either lime stabilization or excavate and backfill with select material) actually be required? If so, what percentage of lime is required?

*Response: Sidewalk and bike track subgrade are to be prepared per the details and notes on City of Dallas' 251D Sheet 9005. Lime stabilization is not required. If not lime stabilized, select borrow (or sand) must be used which is incidental to proposed sidewalk line item 531.*

**Question No. 13:** Regarding the Traffic Control Narrative, Plan Sheet 94 – Each Phase has an A and a B. In the A part of the Phase traffic is made on-way northbound. In the B part of the Phase traffic is transitioned back to two-way. There does not appear to be adequate room to construct the B work, because of the two-way traffic and the DART R.O.W. A more economical construction scenario would be to keep the traffic one-way northbound during the B part of the Phase also. Then after each Phase is completed the traffic may be transitioned back to two-way. Will keeping the traffic one-way northbound through each Phase be allowed? This decision needs to be made prior to the bid due to cost ramifications??

*Response: The traffic control plans provided are a guideline only as to how the project could be constructed. The design engineer has determined that the project can be constructed with this concept. This design concept has been reviewed and approved by the City of Dallas. The Contractor must prepare a detailed traffic control plan per General Note # 7 on Sheet 4. If the Contractor has a better or more economical plan, it is on them to prepare that plan and submit for approval*

**Question No. 14:** Regarding the Construction Agreement and Contractor's Right of Entry (CROE) on page 419 of 551:

a. What is the CROE fee?

*Response: There is no fee.*

b. What is the type of train and number of each type of train per day per track?

*Response: For LRT – Green Line refer to the Dart website at <https://www.dart.org/riding/dartrailgreenline.asp> And for Freight line – DGNO is expected twice a week.*

c. What is the hourly charge for flagging and the minimum number of hours per day?

*Response: An Estimated amount of \$200 per hour*

d. What is the cost per employee for the LRWPP?

*Response: The light railway workers protection training is given by DART's Safety group and there has not been a charge but that could change. There is discussion of \$50 per person in the future. The training is good for 1 year. For more information please contact Ms. Priscella Reid, Senior Real Estate Specialist with DART at 214-749-2883.*

e. What are the rules for working underneath the elevated train tracks? Are they the same as an at-grade track? In other words, if the Contractor is working within the foul zone of the elevated track (even though we are at grade and not interfering with track) will we have to have a flagger present? This has huge cost ramifications, and it is in the best interest of

the County to facilitate the answer with DART. If you don't know, we don't know. The best solution is to add a bid item for Railroad Flagger and for the County to put a contingency amount in the bid.

**Response:** *In accordance with Dallas Area Rapid Transit (DART) If you are working under elevated track it would not need flaggers*

- f. If there is no train scheduled on the at-grade track while the Contractor is within the foul zone, is a flagger required?

**Response:** *Freight line (DGNO) at grade is expected twice a week where Flagger will be required. Please contact Mr. Kenny Day, General Manager, with DGNO at 512-557-1211 for further information?*

- Question No. 15:** Does the County have a Dart License Agreement and a Construction Agreement for this project? If so can it be provided to the contractor?
- Response:** *Please see Addendum #3*
- Question No. 16:** We need information on how much a dart flagger will cost per hour on this project?
- Response:** *Please refer to the response for Question 14-c*
- Question No. 17:** We also need information on the trains to be able to provide information of railroad insurance?
- Response:** *Please refer to the response for Question 14-b*
- Question No. 18:** Can you provide the contractor with what training our employees will need to work in the ROW, how much it will cost, and any other requirements for our employees to work within the DART ROW
- Response:** *Please refer to the answer on Question #14d. Additionally, please contact Priscella Reid, Senior Real Estate Specialist with DART @ 214.749.2883 if need further assistance*
- Question No. 19:** There is 17 Months set up for the barricading and field office, but there is 450 working days set up in the project which equals almost 23 Months?
- Response:** *Please see addendum #3*
- Question No. 20:** Item 512-2001, is the type 1 or type 2?
- Response:** *Type 1*
- Question No. 21:** What is the engineers estimate on the entire project?
- Response:** *For Paving, Drainage, Traffic Signals, and illumination improvements - \$8.75M and for Water and Waste water improvements - \$1.70M.*
- Question No. 22:** Are there working hours for this project?
- Response:** *See General Note # 26 on plan Sheet 4*

**Question No. 23:** Will there be and franchise utility delays?

*Response: Expected to be completed by September 2017*

**Question No. 24:** What is the subgrade for the driveways? If it is lime is it considered incidental to the driveway item? Or will it be paid under the existing lime items?

*Response: Only compacted earthen subgrade is required for driveways and is considered subsidiary to the driveway pavement*

**Question No. 25:** Is there a contact person at Dart that we can get some contact information from?

*Response: Please contact Ms. Priscella Reid, Senior Real Estate Specialist with DART at 214-749-2883 and Mr. Kenny Day, General Manager with DGNO at 512-557-1211*

**Question No. 26:** We would like to request the project be moved back one week. There are multiple project letting out on the 3rd

*Response: Dallas County cannot speak to the movement on the project However, If the question is referring to the bid opening date, please see addendum #2*

**Question No. 27:** There are 450 working days allowed for construction. There are 17 months each allowed in the 502-2001 Barricades, and 504-7000 Field Office items. That's 26.47 days per month. Please clarify how contract time will be charged, or correct one of the elements creating the calculation error?

*Response . Please refer to the response for Question 19*

**Question No. 28:** There are multiple pay items established for installation and removal of erosion control devices. The pay item for removal of silt buildup, either by the hour or the CY, appears to be missing. Please establish this item via addendum?

*Response: Removal of silt built up is incidental to erosion control items provided in the contract and there is no separate payment will be made*

**Question No. 29:** Is DART the only railroad we are required to enter into an entry agreement with for this project

*Response: Yes, Construction Right of Entry (CROE) will be executed with DART and the contractor when the contractor gets on board. Sample of CROE is provided in the contract specification*

**Question No. 30:** In order to secure a quotation for the required railroad protective policy, we need to know number of trains in a 24 hour period, how many of those are passenger, how many are freight, are there any switching movements. Additionally, to price the work, we would need to know what the charge rate for a railroad flagman is per unit of charge time, will a railroad flagman be required when we are working below the elevated rail sections, and any other particulars regarding the railroad provision of flagging services, such as minimum charge time, administrative costs or fees, etc?

*Response: Refer to the response to question 14*

**Question No. 31:** At the proposed 9' x 7' PC Box Culvert at West Joe's Creek, the Contractor is to tunnel the BC under the at-grade railroad tracks, and install PC box by open cut methods up to the edge of pavement from the west end. The tunnel would have to occur first, as shown in the TCP, to allow for a launching pit on the west end. However, at that location, the profile shows an existing AT&T Duct facility, and we are tunneling within 12" of an existing 54" Water line. Would the Contractor be allowed to tunnel the entire distance from the west end utilizing the existing channel as a launching point for the tunneling operation?

*Response: Yes.*

**Question No. 32:** At that same location, on the east end, we are to install PC Box culvert by open cut methods within 5 feet of existing DART Elevated Rail substructure. The notes say the Contractor shall employ positive trench support mechanisms when working within 10 feet of the elevated track support structure. Exactly what is required, and with which pay item is it measured and paid for? What are the requirements for getting this work submitted and timely approved by DART? Are any flagmen required while this work is ongoing below the railroad tracks

*Response: This refers to using trench box or other mechanical means to insure that the open trench side walls remain stable. Trench support mechanism required to facilitate PC Box culvert placement is incidental to Box Culvert line item 462. Flagman may be required based on the Freight line frequency anticipated twice a week at this location per DGNO. For Further information, contact Dallas Garland North Eastern Railroad (DGNO) – Kenny Day at 512-557-1211*

**Question No. 33:** Do you have details for constructing the PC box tunnel where it is in conflict with the existing ballast wall? Are there any details of the existing wall at that location? Is there a footing to deal with? Is there a pay item that will be measured and paid to handle this work

*Response No additional details for constructing the PC box tunnel are provided other than those already in the plans. DART Standard CS6-0029 depicting typical ballast walls construction is attached. Please see addendum #3*

**Question No. 34:** This project could benefit from the addition of an item for High Early Strength concrete pavement, to be used as approved by the Engineer. Driveways and cross streets are prime locations for use of this item. Please consider adding an HES Concrete Pavement item for this project?

*Response: Please see addendum #3*

**Question No. 35:** Is the Contractor allowed to utilize precast drainage structures, other than RCP and Box Culverts, for this project

*Response: Precast inlet bottoms and manholes may be used in accordance with the notes on 251D Sheets 2003 and 2008. Inlet tops must be cast in place.*

**Question No. 36:** General Note #35 states that Work Zone markings shall not be paid but are subsidiary to Item 502. There are several work zone markings pay items. Please clarify the application of General Note #35. Same condition occurs at General Notes Item 502 Note #6 Sheet 5B?

**Response:** Please see addendum #3

**Question No 37.** Item 132 shows to be a Type A Embankment as defined by TXDOT Specification item 132. Type A embankment is a 0-15 PI material not likely to be found within the ROW for this project. Is it your intent that all road excavation be removed from and disposed of off-site and Type A embankment material be imported for all embankments on the project? Please clarify.

**Response:** Refer to the response to Question 6.

**Question No 38.** Does the County have information on the acquisition process and potential cost of City of Dallas Tree Removal permits? Are there any mitigation plans for removal of these trees? Any costs or fees associated with their removal? Any requirements for replacing trees in like kind?

**Response:** We are in compliance with City's tree ordinance policy with the current set of plans issued.

**Question No 39.** General Note 71 requires a trimmer for non-formed concrete pavement. Will motor graders equipped with automated grade control systems be adequate for this purpose?

**Response:** Yes a grader with automated grade control is sufficient.

**Question No 40.** Does the construction of the colored/textured sidewalk item require utilization of a proprietary system/method/products, such as Bomanite or Patterned Concrete, or is the Contractor allowed to utilize materials and methods to achieve the required finished product?

**Response:** Proprietary elements are not specified. It will be the Contractor's responsibility to provide acceptable products per the Sidewalk and Cycle Track Notes on Sheet 128.

**Question No 41.** General Notes Sheet 5B Item 531 Note 1 requires a 2-inch sand cushion for the sidewalk and bicycle track locations. Sheet 128 requires a stabilized subgrade or select borrow material as subsidiary to the colored textured concrete pavement item. Is it your intent that sidewalks and bike trail have both a 2-inch sand cushion AND a stabilized subgrade constructed, all subsidiary to that/those item(s)?

**Response:** Proposed sidewalk and cycle track will be constructed over specified type D embankment with required compaction in order to achieve specified density for the stabilized subgrade. Sand cushion is not required.

**Question No 42.** Do both edges of the sidewalk and cycle tack get the patterned border strip as shown on sheet 130? Are any longitudinal tooled joints required in that pattern? Is a "stamp" or roller' stamp" allowed for creating that pattern? Are joint sealants utilized with the colored textured pavement required to blend or match the color of the pavement?

**Response:** The patterned border strip is only to be placed at intersections as shown on Sheets 49, 51 and 53. Longitudinal joints are not anticipated. A stamp or roller will be allowed. Joint sealant shall approximately match the pavement color. See Joint Sealant Notes on Sheet 130.