



Shelby County Government

MARK H. LUTTRELL, JR.
MAYOR

January 17, 2014

TO ALL BIDDERS:

RE: **Questions and Responses from Previous Bid for
Fite Road and Bridge Improvements Project**

1. **Question: “Please clarify note 25 (Sheet 2B) (\$300,000.00 allowance for Flagging) 920-10 – Does the Contractor pay this up front? Does the County give the Contractor the allowance up front? What does this \$300,000 cover? What if more than/less than is used?”**

Response: The Contractor will pay an amount as directed by the Illinois Central Railroad Company up front (please refer to “Special Provisions For Protection of Railway Interests” in the Bid Book). The exact amount is unknown at this time but the \$300,000 allowance is expected to be sufficient.

The \$300,000 allowance is designated for flagging services to be provided by the railroad and paid for under this contract.

The Contractor will make the initial payment required by the Railroad and will receive reimbursement from the County as part of the standard pay estimates from this allowance.

If an overrun is incurred for railroad flagging services due to circumstances that are not caused by the Contractor, then the Contractor shall present a documented project history to the County proving that the delay was beyond his control in order for reimbursement to be considered.

2. **Question: “Does Shelby County reimburse Contractor for all flagging costs?”**

Response: See Item No. 13 above.

3. **Question: “We need the average number of trains per day and the average speed of those trains for the railroad protective insurance.”**

Response: 18 freight trains and 2 passenger trains per day. Speed = 35 mph.

4. **Question: “In the original bid, retaining wall #2 was to be built to a taller height to allow for future widening of Fite Road. For this bid and per sheet 2R (revised 7/24/2013), the wall height for retaining wall #2 has been reduced to only the height needed for the proposed roadway to be built in this project.**

Is retaining wall #2 to be designed for only the loading conditions of the current proposed roadway?"

Response: Retaining Wall #2 shall be designed for only the current proposed roadway loading conditions.

5. **Question: "It appears that the existing power lines near abutment #1/retaining wall #1 of the proposed bridge will need to be relocated or raised. It is assumed that these lines will be relocated or raised. It is assumed that these lines will be relocated by others. At this time, has a schedule been established for this relocation work?"**

Response: The existing power lines are to be raised by others (MLGW). A schedule has not been established at this time but will be once this project is under contract.

6. **Question: "It appears that the existing transmission lines over the proposed bridge span are to be relocated by others per the note on sheet 8 of the plans. At this time, has a schedule been established for this relocation work?"**

Response: The existing transmission lines are to be raised by others (MLGW). A schedule has not been established at this time but will be once this project is under contract.

7. **Question: "Will the underground telephone or the underground fiber optic cable that run parallel to the existing Illinois Central Railroad tracks at the proposed bridge/retaining wall #3 be relocated? If so, will this work be completed by others? If so, has a schedule been established for this relocation work?"**

Response: The fiber optic owner thinks that the line has to be lowered. If so, then it will be lowered by Others and a schedule will be established once this project is under contract.