

HAM/WAR CR 4/CR 1 - 2.93 (PID 114606)
Part 1 and Part 2
Pre-Bid Questions and Answers
(Answers are in red)

Last Updated:
2024, 09-10

1. Can the office calculations please be made available?
 - a. Yes - Will be sent on request
2. Is it possible to get an ftp site or link to get CADD files?
 - a. Yes – Will be sent on request via OneDrive link
3. Can the bid date be extended at all, the complexity, size, and phasing of this job are looking like it will require more time to have a comfortable bid, could the bid date be extended 2 weeks?
 - a. Unfortunately, no. If the bid is delayed, this will then delay our bid award from September 27 to the end of October, which would mean getting started even closer to winter.
4. All the dates in the MOT notes in the plans reference 2024 and 2025 construction obviously 2024 is almost done so assuming those dates on those notes don't apply?
 - a. Correct. Please use as a reference and not a requirement. Ref #344 will be used as the schedule once it is created.
5. Can the county make the triple 72” pipe existing plans available via an electronic form?
 - a. Yes – will be sent on request
6. Notes in your special provisions surrounding compaction testing and concrete testing make it seem like the county has the services acquired and paid for already. The 878 bid item would include the contractor having a 3rd party on site performing compaction testing and the contractor paying for this. Should this bid item be eliminated? REF # 46 I believe in part 1 work.
 - a. Ref #46 will remain. The plan is to have the Contractor do all the required testing. Our consultant, Terracon, will do “spot checks” when/if necessary, throughout the project.
7. It appears that the pavement removal bid item quantity is incorrect. Please advise.
 - a. It was incorrect. It should be closer to the 25,000SY. This will be included in Addendum #2.
8. Are the Office Calcs available for the Part 2 Roundabout job?
 - a. Yes - Will be sent on request
9. Plan sheet 330 of 449 of the water works notes. It states that granular backfill shall be used outside of pavement areas. Typically, native backfill is acceptable when not under paved areas. Can you please clarify?
 - a. Other water utilities may allow native backfill, but GCWW have always required granular backfill, topped by a low strength mortar backfill as shown on the plans.
10. Can you also clarify the material requirements for the storm sewer trench backfill?
 - a. Please use CDF anywhere within the pavement area and under sidewalks. If the conduit is 3 foot outside the sidewalk area, please use the required material around the conduit and then native backfill up to grade.
11. The Storm pipe quantities do not match between the general summary pages and the pipe profiles. Can you double check and please advise?
 - a. There was some updates to the quantities. This will be included in Addendum #2.
12. There are 2 bid items for 6” Fire Hydrants (WCW&S). Ref. No. 133 & 148. Please clarify
 - a. Reference #134 and #148 have been removed.

13. Bid Items 137-140 – 6”-16” DIP class 52 (GCWW). The GCWW plans say the 6” & 8” are to class 55 and 12” & 16” are to be class 55. Please clarify which is correct.
 - a. The 6” and 8” pipe are to be class 55, and the 12” and 16” pipe are to be class 56. This will be updated in Addendum #2.
14. Per the GCWW plans the ¾” and the 1” water quantities are quite a bit different than bid item quantities. Please check and advise.
 - a. The quantity of ¾” is 612’, and 1” is 446’. This will be updated in Addendum #2.
15. Do bid items 159 & 160 Reconnecting existing ¾” & 1” go with the service pipes? The GCWW plans only indicate to existing water service reconnects.
 - a. There are several branches on the north side of Fields Ertel that will need to be connected twice. The water main on the north side cannot be installed until the earthwork has been done on that side, but the service lines will need to be lowered prior to the dirt work. So the Contractor will need to install new line on the existing main that are lower and will not be affected by the dirt work. Those lines will then be reconnected to the new main once it has been installed.
16. Are there any soil borings for the part 2, Wilkens Roundabout?
 - a. Yes – will be sent on request.
17. On part 2 sheet 6 shows 57’s being under the 4” concrete traffic island in detail A, where are these 57’s quantified and paid?
 - a. The #57 stone shall be incidental to the cost of the Traffic Island which is reference #68. This will be included in Addendum 2.
18. On part 1 sheet 24, has any shoring/sheeting design provided by the designer? This shoring has the chance of getting very tall in height.
 - a. Please use the 1:1 slopes to the top of the sheeting location. This should minimize the height. The height fell below the height limit where we needed to provide a design.
19. On part 1 on sheet 182, 183, and 184 there is benching shown in the cross-sections, it does not appear this benching has been quantified or taken into account. How will this benching be paid, typically it is included in the quantities of excavation and embankment.
 - a. The excavation is included in the excavation number but the embankment is covered on page 14 top left corner.
20. There is an item listed excavation as per plan with a note to be on plan sheet 12, there is no note for excavation on sheet 12, what is the as per plan note for this excavation?
 - a. The General Summary should actually point to Sheet 14 – Bio-Retention Cell note. Which will lead to sheets 84-88.
21. Plan notes require in phase 2 steps that close Snider and close Field’s Ertle West of Snider that Snider road work be complete prior to doing the Field’s Ertle work on sheet 137 and 141 the same note exists. This is adding considerable cost to the project requiring extra stabilization mobilizations, paving mobilizations and an extra set of time to the schedule. Supposedly all these closures are to happen in the summer months with no school per other notes, by splitting up the phase into two sub phase this will not be possible with cure times on stabilization and every function of a very linear phase of work. Please consider allowing Snider and Field’s Ertle to be closed and worked on simultaneously.
 - a. Agreed. Please refer to Page 55 and Page 59 of the Part 1 plan set. Note #3 on these pages are now removed. The west leg and the north leg may be completed at the same time. The detours for each section may be combined. This will be included in Addendum #2.
22. Both Part 1 and Part 2 include Contingency, As Per Proposal Note bid items. A proposal note cannot be located. Please remove the APP designation or provide the note.
 - a. Agreed. This will be included in Addendum #2.
23. The Erosion Control item for Part 1 is listed as 1 EA at \$235,000/EA. Part 2 is listed as 1 EA at \$15,000. Please revise the unit price to \$1/EA and adjust the quantity accordingly.

- a. Agreed. This will be included in Addendum #2.
24. The Contingency APP item for Part 1 is listed as 1 EA at \$500,000/EA. Part 2 is listed as 1 EA at \$150,000/EA. Please revise the unit price to \$1/EA and adjust the quantity accordingly.
 - a. Agreed. This will be included in Addendum #2.
25. Will the County please consider combining the Maintaining Traffic, Construction Layout Stakes, and Mobilization items from Part 1 and Part 2? This will make tracking payments significantly easier on both parties.
 - a. No. These items will need to remain separate due to funding.
26. Will the County please consider combining the SWPPP plan, inspections, and inspection software bid items from Part 1 and Part 2? The SWPPP Track company will most likely only quote a LS for both parts. Additionally, tracking inspections will be significantly easier on both parties.
 - a. No. These items will need to remain separate due to funding.
27. Due to the need to maintain driveways throughout the project, how will cement stabilization be handled in these areas? Some areas will be too small for stabilization equipment. Please consider setting up contingency undercut items for this scenario before the bid.
 - a. It is the contractor's responsibility to ensure that the property owner has access and to ensure the stabilization is installed at all required locations. We prefer to not segment the stabilization with an undercut. But, we do have access to reference #47 and #48, if necessary.
28. Please revise the quantity for Part 1 Non-Tracking Tack Coat. This item should account for 3 lifts of tack at 0.055 GAL/SY in the full depth pavement sections to account for the 2 lifts of 301 base. It should also account for 2 lifts of tack at 0.085 GAL/SY in the mill and fill areas.
 - a. The quantities have been updated to include three (3) layers of tack. This will be included in Addendum #2.
29. Please verify the application rate of Prime Coat for Part 1 for Wilkens Rd and Snider Rd. The office calcs show the prime coat application rate of 0.4 GAL/SY for Fields Ertel but Wilkens and Snider Rd are calculated at 0.055 GAL/SY.
 - a. The quantities have been updated for the correct application rate. This will be included in Addendum #2.
30. Part 1 Typical Sections show Asphalt Surface 12.5mm and Asphalt Intermediate 12.5mm both at 1.5". However, the bid item quantities and office calcs appear to include the surface at 1.25" and intermediate at 1.75". Please advise.
 - a. The quantities have been updated to 1.5" for both lifts. This will be included in Addendum #2.
31. Part 2 Typical Sections on sheet 6/76 show a layer of #57 stone under the 4" traffic island. At what depth should this layer of stone be placed?
 - a. Variable thickness. It is to get from the 304 to the 4" concrete traffic island.
32. Part 2 Typical Sections on sheet 6/76 under legend #4 shows 3" 301 base on 6" 302 base. Please clarify which areas are to have 3" 301 base versus 6" 302 base as it does not make sense to place two different material types when 9" of 301 or 9" of 302 would suffice.
 - a. Please bid as designed. Please plan to complete with all areas shown in the typical sections with a #4.
33. Part 1 Sheet 12/449 includes an APP note for Asphalt Surface to include cost for cold joint adhesive in the surface bid item. However, there is also a note on sheet 13 to include the cold joint adhesive in its own bid item. Please clarify.
 - a. Please use the note on page 13 which references to be included in bid reference item #119.
34. Part 1 Sheet 17/449 includes an APP for Existing Lighting. The Contractor cannot accurately include cost for this item without knowing the current state of Duke's relocation process.
 - a. Duke relocation process is complete. All existing lighting is still located on Duke's relocated poles.

35. Please clarify the expected date Duke will have the new poles in place with the proposed luminaires functional, and/or include a bid item and note for temporary lighting which includes specific items as was included in the Special Provisions for Part 2.
 - a. We ask the Contractor give WCEO adequate notification (approximately 30 day notice) so we can inform Duke when to install the lighting along the roadway for Part 1 and Part 2. This will be included in Addendum #2
36. Part 1 Sheet 20/449 includes a note which states proposed pavement to be constructed up through intermediate course in each phase and the final surface course will be completed at the end of construction. However, there is a note on sheet 45 which states the surface course on Wilkens including the Wilkens/Bardes roundabout shall be completed before winter after Phase 1 Step 2. Please clarify when the surface course will be placed on Wilkens and Wilkens/Bardes roundabout.
 - a. Since we will not meet this prior to the winter break. We are open to leaving the intermediate course down and placing all the surface at one time. We are also open to placing the final surface course on all Wilkens Blvd if it is ready and the Contractor would like to complete.
37. Part 1 Sheets 68-76 include various phases of temporary signal work. Under which bid item is this to be paid? Please consider setting up a temporary signal bid item.
 - a. Please see page 17 and the note "MOT Signal/Flasher Installation". This item is paid for under reference #331.
38. Part 1 Sheet 261 itemizes Full Depth Pavement Sawing for driveways. There is no bid item for this work. Under which bid item is this to be paid?
 - a. The pavement sawing will be incidental to the cost to remove the pavement/driveway. This will be included in Addendum #2.
39. Can additional detail be provided on the use of the 1,000' of 6" conduit, type f?
 - a. Please see Item 611 – Underdrain Conduits in the Technical Specifications.
40. The cement stabilization subcontractors have identified ~7 locations that they will not be able to perform their work due to being inaccessible to their equipment due to size, will the cement stabilization be skipped at these locations?
 - a. Hopefully they are able to perform the work in these inaccessible locations. And we can discuss with them at the time the work is being completed. But if not, we will plan to use reference #47 and #48 in these referenced areas.
41. Bid item 57 - Bioretention Cell – 417 cy – Shouldn't this quantity match the excavation, APP of 392 cy. Please advise.
 - a. Please use the bid quantity of 417cy.
42. Do you have the full soils report for the part 1 work. We have the soil profiles in the plans, but is it possible to get a full copy of the soils report.
 - a. Yes - Will be sent on request. We have the full geotechnical engineering report for the roadway and the retaining walls report.
43. Part 2 plans – Bid item #78 - Where is the 2" copper water service? (98') It is not listed in the general summary.
 - a. Reference number 78 has been removed and will remain blank. This will be updated in Addendum #2.
44. Part 2 plans – Bid item #77 – Fire Hydrants label disposal in General Summary but to be returned to WCW&S in plans.
 - a. Reference number 77 has been updated to "Fire Hydrant Removed for Storage". These Fire Hydrants shall be returned to Warren County Water Department per the plan pages. This will be updated in Addendum #2.
45. If the existing aggregate base is within or below the proposed cement stabilization section, does the existing aggregate base need to be removed?
 - a. No. The existing aggregate base may remain.

46. If the existing aggregate base is within or below the proposed cement stabilization section, and needs to be removed, then please adjust excavation and embankment quantities for the removal and subsequent backfill of remaining cavity.
- N/A – since question #45 question is no.
47. There are many areas in Part 1 where the existing pavement to be removed is within the cement stabilization section. Please add a bid item to fill this area with embankment prior to stabilization or adjust the quantity for embankment.
- I disagree. The contractor shall bring the embankment to the correct elevation and then stabilize. This should be included in the embankment quantity.
48. It appears the Part 2 Excavation quantities include pavement removal. The cross sections don't show the existing pavement buildup so it appears subtracting this area from the excavation quantity was not performed. For example, at Wilkens Blvd. Sta 19+00, the entire excavation area equals 177 SF but this area likely includes existing pavement that is included in the quantity. Please revise.
- Please see the grand totals on page 44 and 52 of Part 2. The existing pavement was removed from the embankment.
49. It appears that some of the MOT drainage items could be doubled up. There is the 12” B conduit, CB 6’s and few other items that are listed/noted as for MOT in the summary of both sets of plans. The part 2 bid items have actual drainage items listed in the MOT sections. Are these items for the whole project? Can you clarify the which items are incidental to the bid item Roads for Maintaining Traffic in Part 1 and which items are included in bid items?
- Yes, these are for the whole project but are As Directed quantities.
 - Per the General Summary on Part 1 (see page 16 for the items), these are included within the certain item quantity. The quantities may be used for the MOT Drainage, As Directed.
50. Part 1 - the set of plans that the controller timer and software was not called out. Would you want to make sure of the controller timer and software is called out?
- The signal controller for both signals will be Cobalts. The signal software for both signal will be EOS.
51. The match line Sta 2+71.00 on plan sheet 295/449 does not match the match line Sta 2+71.00 on plan sheet 296/449. The contour lines are different. These contour lines are needed to evaluate the temporary shoring. Will the contours be reconciled?
- No. In our review of the plans, it appears the contour lines are very close. If you would like the CAD files, we can send you those.
52. The Drilled Shaft notes on plan sheet 309/449 say “SHOULD BEDROCK BE ENCOUNTERED ABOVE THE BOTTOM OF ANY PILE, THE LENGTH OF THE PILE SHALL NOT BE REDUCED.” How will the contractor be compensated for drilling bedrock? Will an allowance or contingency quantity for drilled shafts into rock be added?
- Per the Geotechnical Report, we do not anticipate that we will encounter bedrock. Therefore, if it is encounter, we will discuss with the contractor at that time.
53. Question #6 refers to the 878 spec for unbound materials which would have the contractor do all the required testing on the compaction of materials. In the question they also referred to concrete testing. In the special provisions you state the contractor will supply the Quality Control Plan for all items included in this proposal. Warren Co has acquired the services of Terracon to provide the Quality assurance for all QA/QC concrete items. Please clarify if Warren Co is providing the required concrete testing.
- The Contractor shall plan to complete all QC/QA for Item 878 and Item(s) 511 (when it requires QC/QA). Terracon will complete QA, as/if necessary.