

# Clarification Log

**Project Number: P21046**

**Project Title: 58<sup>th</sup> Street Relief Sanitary Sewer Line and Bypass Manhole**

Date	Question	Response
05/10/12	Do you have an Engineer's range of value for this project?	\$1.7 to \$2.1 Million
05/11/12	With the price of liquid asphalt going up, would the City entertain adding an oil escalation clause to the contract for the Sewer job. If this job goes into next year it is hard to predict what the price of oil would be then so this would help with the contractor keeping our bids down instead of adding money trying to predict the future oil prices. ODOT has a specification section that determines an oil escalation allowance.	The ODOT escalation clause is used on projects where 150 or more tons of liquid asphalt are estimated for use on a project (liquid asphalt is about 5 to 6 percent of the HMAC weight). The 58 <sup>th</sup> street project is estimated to have 1850 tons of HMAC. At 6%, there would be 111 tons of liquid asphalt on the project. That amount falls below the threshold for triggering the escalation clause.
5/23/12	Regarding the sanitary flow information in the Main Street trunk line.	The City does not have any flow data for the 21" SS line that needs to be bypass pumped.
5/24/12	Will there be specific turbidity requirements for the discharged trench encountered groundwater into the existing storm sewer, existing ditches, or adjacent property?	The only requirement is that they do not discharge turbid water in a way that will negatively impact stormwater or neighboring properties. There are no specific requirements for how to achieve this outcome; it will be up to the contract to choose an appropriate method. The City will perform a visual inspection for turbidity.
5/24/12	Is there testing required for this project.	The City has a contract with the Lane County Materials Testing Lab to perform the required tests.
5/24/12	In regards to Bid Item #12, why the use of D3034 SDR-26? Standard material for this type of laterals is SDR-35. Please explain.	SDR-26 is being used due to the potential depth of pipe at possible conflict locations.
5/30/12	Instruction to bidders Item 2 Prequalification (attached) states "There is no prequalification application to this contract. Bidder unfamiliar to the City or who are not currently pre-qualified with ODOT or the City, may be required to prove to the City that they have adequate resources....." And refers bidders to 5.6	The Financial Responsibility Form is a required document and must be completed. This information is used in determining the responsibility of the bidder as required by ORS 279C.375. Prequalification with ODOT does not exclude them from this requirement.

	<p>which states the Financial Responsibility Form must be completed.</p> <p>If we are indeed prequalified with ODOT do we need to complete the "Financial Responsibility" Form? Or is being prequalified with ODOT and providing their approval letter adequate?</p>	
5/30/12	<p>The standard detail calls for CDF backfill in all travel lanes. Is the City interpreting all pipe under asphalt on this project to be "in the travel lane"? Thereby requiring all backfill in bid items 6a, 6b, and 6c to be CDF</p>	<p>The symbols at the top of the profiles on Sheets C-1 through C-10 identify the required locations for the various trench backfill and surface restoration treatments as described at the bottom of the detail notes for the Typical Trench and Surfacing Detail on Sheet D-1.</p>
5/30/12	<p>The 36" steel casing for the bored and jacked crossing (bid item #7), it calls for casing to conform to AWWA C200 spec. This is a water main pressure pipe spec involving ultra-sonic testing and hydro-testing (very expensive) beings it is just a casing pipe, no pressures it seems like a A252 grade B – spec, A-36 plate steel requirement and meeting D1.1-welding spec is more than adequate.</p>	<p>We have confirmed that our casing spec is in conformance with the ODOT casing spec, which references smooth steel pipe and AWWA C200. Since we are crossing ODOT right of way, we do not want to modify the casing specification.</p>