

## **Phase 1 Water Replacement Addendum #2**

**To: All Bidders**  
**From: Tyler Bumbalough, City Engineer**  
**Date: March 20, 2014**  
**Re: Questions/Answers**

### **Questions/Answers**

#### **Question #1**

Will an MBE or WBE certification through a local municipality such as the City of Springfield or City of Dayton meet the DBE certification requirement?

#### **Answer #1**

Please refer to pages 15-17 of the bid documents for additional information. Furthermore, an MBE or WBE certification through a local municipality such as the City of Springfield or City of Dayton **will not** meet the DBE certification requirement. As noted on page 15, DBE is an all-inclusive term that includes MBE and WBE. Under this specific DBE program, qualified DBE's are those that have been certified as an MBE or WBE by an appropriate Federal agency or approved State agency. For the purposes of this project, a certification program of a local municipality will not meet the program requirement. Furthermore, as noted under DBE Certification on page 15:

#### **DBE Certification**

Under the DBE program, qualified DBE's are those that have been certified as an MBE or WBE. Certifications can be obtained from a federal agency such as the Small Business Administration or the Department of Transportation or by an approved State agency. The Unified Certification Program (UCP) administered by the Ohio Department of Transportation (ODOT) can provide the necessary DBE certifications. Information on the UCP can be found at [www.ohioucp.org](http://www.ohioucp.org) as well as the ODOT website [www.dot.state.oh.us/divisions/equalopportunity/pages/dbe.aspx](http://www.dot.state.oh.us/divisions/equalopportunity/pages/dbe.aspx). Applications for certification by EPA can be found on EPA's Small Business Programs website at [www.epa.gov/osbp](http://www.epa.gov/osbp) under the Disadvantaged Business Enterprise Program link. Any questions regarding EPA's certification process should be directed to Teree Henderson of EPA at 202-566-2222.

#### **Question #2**

Your expectation and specification on the water service saddle to be provided?

#### **Answer #2**

Ford 3/4 inch minimum for domestic, single band stainless steel CC thread service saddle.

**Question #3**

Insertion Valves: Specification? Are they to be Insta Valves, Easy Valves, or Team Valves?

**Answer #3**

Easy Valves

**Question #4**

Tapping Sleeves & Valves: Specification?

**Answer #4**

City Standard 1167.52 calls for Romac SST sleeve or equivalent. Normal gate valves are called out as follows in the plan specifications: "Gate valves shall be AWWA C-509, resilient wedge, non-rising stem, mechanical joint, 150 psi working pressure, CW to open, open right with arrow indicating open direction." As a note, mechanical restraint devices shall include Mega Lugs.

**Question #5**

Valve boxes: 2 pc or 3 pc? Contract Plan page 49 cites 3 pc whereas the Fire Hydrant Detail within the Urbana Specifications (1167.51) cites 2 pc... Do you have a preference?

**Answer #5**

2 piece

**Question #6**

Is the existing 12" water main on Ward St that is to remain in service cast, dip or pvc? Need to know that for service saddle determination.

**Answer #6**

PVC

**Question #7**

Is the existing 10" water main on Sycamore St that is to remain in service cast, dip or pvc?

**Answer #7**

Ductile Iron Pipe

**Question #8**

Fire hydrant removal...in addition to the removal of the existing fire hydrant, is the watch valve to be removed also or just abandoned in place by removal of the valve box and ensuring that the valve is closed prior to abandonment?

**Answer #8**

The vertical parts of the hydrant assembly should be removed, including the 90° elbow and the valve box. The valve for the hydrant should be shut off and the line capped prior to backfill. The horizontal leader from the main would therefore remain abandoned underground.

**Question #9**

Engineer's office trailer...Contract Plans page 50/52 **Item Special**

**Miscellaneous, as per Plan** references a field office...I would assume that reference is for the field office if needed by the Contractor with none required for the Engineer based on your proximity to the project. Is that correct? If not, and you do require a field office for your forces, specification for same and furnishings within? Fax, phone, computer, internet connection, etc?

**Answer #9**

The assumption is correct. The engineer does not require a field office. It will only apply to the contractor if needed.

**Question #10**

Are all fittings to be domestically manufactured? It appears that way under the Buy American clause under the Instruction to Bidders. Please clarify.

**Answer #10**

Yes, these requirements are interpreted correctly. In accordance with Buy America, all fittings shall be domestically manufactured.

**Question #11**

Contract Plan page 4 of 52 at the intersection of Ward & N Locust shows two (2) each existing water services running south from Ward down Locust on both sides of Locust. These services will be required to be transferred to the new main. I do not see any direction shown on the plans as to how far to run the new service line before tying into the existing services...are they to be tied into the new main at the main or are we to run the services farther south before tying into the exist services? And if so, how far?

**Answer #11**

The length was determined based on the location of the curb stop valve for the particular line or because the service was newer and therefore did not need fully replaced. This concept applies to Church and N. Locust as well. The City of Urbana maintains up to and including the curb stop. The length shown (scale this) is the length used when determining quantities.

**Question #12**

Max pavement pay width based on the detail as found on page 51 of 52 is 5' and, as well, corroborated by Addendum #1, Answer #3. However, mainline trench repair scaled widths for E Ward St from Sta 0+00, page 3 to Sycamore St, page

8 is 6'. Is there a reason for the discrepancy or, as stated, max pay widths remain at 5' regardless of shown scaled widths?

**Answer #12**

The curb proximity was the reasoning behind extending the south side pavement repair further in this particular location. The contractor, again, may not need to use this extra width (especially if gutter plate underlies the surface asphalt) but it is accounted for just in case.

**Question #13**

When abandoning the existing water mains, is the Contractor required to excavate down on the old main at each old water service and close the corp stops?

**Answer #13**

No the contractor is not required to excavate or re-excavate near the old main to turn the corp stop off. The contractor shall be responsible for crimping or capping the old service as the customer is switched over to the new service. As long as the old main line is energized, the contractor shall be responsible for making sure there is no flow from the crimped or capped, abandoned services.