

CR38 – CR 31 to CR 35 Reconstruction

Elkhart County Highway Department

ADDENDUM NO. 2

December 16, 2020

Item 1: Clarification: The Cut and Fill quantities that were provided by the County in Addendum 1, dated 12/11/2020, did not include quantities for the earthwork that will be required to construct the two ponds. Prospective bidders will need to compute these quantities on their own and bid accordingly.

Item 2: Clarification: The Safety Metal End Sections are to be used for the two 15 inch pipes identified on the plans. Each pipe will have one end facing against traffic and one end facing with traffic. The ends will be in 4:1 slopes.

Item 3: Clarification: For the 5" Control Orifice on STR 18, the County wants the orifice installed on the end of the pipe, not in the manhole.

Item 4: Acceptable Substitute: The County will consider INDOT Light Handhole per Standard Drawing E 807-LTHH-01, with the cover altered from the standard drawing to say "Fiber Optic" instead of "Lighting," as an acceptable substitute for the ATMS Vaults specified in TP10.

Item 5: Clarification/Information: The following questions were asked to the County, and the County provided the answers below:

Question: Will the County allow metal pipe end sections or require concrete end sections?

Answer: The County will allow metal end sections.

Question: What class of RCP is required?

Answer: The County specs say to follow INDOT specs for the pipe material. The INDOT specs require Class III RCP.

Question: How will replacement of fence be addressed?

Answer: Fences have been moved out of the R/W throughout the project, no fencing should still be remaining in the R/W. If the contractor damages any property outside of the R/W, including fencing, they will be required to repair it and will not be compensated by the County for the repair.

Question: What INDOT Subgrade Treatment type/section (i.e. INDOT Type IC) will the County require if the undistributed items for subgrade treatment are used?

Answer: The County does not have a specific section called out for the undistributed items. If their use becomes necessary they will be used at the Engineer's discretion.

Question: How will it be handled if the berm near the west end of the project is found to contain unsuitable soil?

Answer: Earthwork will be bid as a lump sum item as originally planned. Prospective Bidders are welcome to perform testing or to perform test bores/dig test pits in the berm within the Right of Way if they feel it will help them bid more accurately.

Question: Is Norfolk Southern going to require a flagger on site any time construction equipment will be crossing the tracks or only while there is work being performed near the tracks?

Answer: It will be up to Norfolk Southern. It is recommended that any bidders concerned with when flaggers will or will not be required contact Norfolk Southern.

Question: Will Norfolk Southern close the tracks so that construction equipment is not able to cross them?

Answer: Norfolk Southern has not indicated to the County any intention to close the tracks to construction traffic, but that decision will ultimately be up to Norfolk Southern. It is recommended that any prospective bidders concerned about this possibility contact Norfolk Southern.

Question: Can the existing asphalt be milled and used as fill?

Answer: Millings may be used for any purpose allowed by the INDOT specifications.

Question: Are the electric poles located in the berm near the west end of the project set deep enough to account for the proposed excavation?

Answer: NIPSCO was aware of the County's proposed excavation at the time the poles were designed. NIPSCO has indicated that the poles were constructed to account for the proposed excavation around them.