



Minnesota Department of Transportation
TH52 Oronoco Design-Build Project
S.P. 5508-84
RFP Clarification

Date: 8/4/2005

Clarification#: 6

Clarification No.	Volume & Section	Question or Comment	Mn/DOT Response
6-1	Book 2A, Section 17.3.2	For the two new camera installations, we need to provide line-of-sight communications back to 75 th Street. We have determined that two repeater stations will be required to establish line-of-sight. Each station will require a wood pole, power supply, two antennae, and two radios. Since Mn/DOT is supplying the radios and antennae for the permanent installations, will Mn/DOT supply additional radios and antennae for relay stations?	<p>If it is determined that repeater stations are necessary to establish line of sight from the proposed CCTVs to the existing 75th St. NW CCTV, Mn/DOT will supply additional antennas and Cisco 340/350 radios for the relay stations.</p> <p>As an alternative, Mn/DOT will have a new radio tower in New Haven Township that will be complete by the end of September 2005 that could function as a repeater station between the proposed CCTVs and the existing CCTV at 75th.</p>
6-2	Book 2A, Section 17.4.1.1	<p>Book 2A, Section 17.4.1.1 requires that the CCTV systems used during construction shall provide for 10 frames per second video. We are not allowed to begin any work affecting traffic until the cameras are operational.</p> <p>Are the Mn/DOT provided radios and antennae capable of 10 frames per second?</p>	Yes, the Mn/DOT provided radios and antennas are capable of greater than 10 frames per second. The radios are currently being used with the VTOC software provided by ADDCO and are functioning at approximately 15-25 frames per second. The radios are capable of approximately 6 Mbps.
6-3		The box culvert at Sta 1847+00 will have very limited cover using MnDOT's profile, i.e. < 2'-0". Is this acceptable or will some type of distribution slab be required in this area?	Refer to Book 3.

6-4	Book 2A, 11.3.1, Page 11-5	<p>This Section states that a retaining wall will be constructed along the West Frontage Road from Station 120+00 to Station 127+00. Unless the wall is lengthened, the slopes that fall around the north end of the wall to the south will extend past the construction limits shown on the RID drawings, and further into Wetland J.</p> <p>The Permit application supplied by Mn/DOT states that the impacts at this location are only .2 acres, while the area of impact within the construction limits shown by Mn/DOT is almost .5 acres. Can the Permit application be amended or will a much longer wall need to be constructed?</p>	The permit can be amended if necessary.
6-5	Book 2A, Section 4.2.3.2.7, Exhibit C	The Wetland Permit Application attachments state that 14 types of woody trees and shrubs will be planted as part of the public water mitigation site. Will Mn/DOT be determining and providing the number of each type of tree/shrub to plant?	MN/DOT will define maximum percentages of plant species allowed (an exact mix cannot be defined yet due to yearly changes in plant material availability in the nursery industry). It is anticipated that the mix will be similar to the following: species mix of at least 8 plants from the list with any individual plant to be between 5% and 25% of the total mix.
6-6	Book 2A, Section 4.2.3.2.7, Exhibit C	Mn/DOT has identified the Contractor as the responsible party for Special Condition Item 8.d of the Section 404 Permit (from Addendum #4). We request that Mn/DOT add the phrase “until warranty expiration” to the description of Responsible Party for this section.	<p>Contractor shall be responsible for Special Condition Item 8.d of the Section 404 Permit through the end of the Warranty period.</p> <p>This will be further clarified in an addendum.</p>
6-7	RID	The preliminary county plans that were included in the addendum show beginning their project at 80+25 with bituminous paving. The paving on this project ends at Sta. 78+00. Will the County be responsible for paving the additional 225 feet of roadway?	<p>The Contractor shall extend the paving and construction limits to Sta. to 80+25.</p> <p>This will be further clarified in an addendum.</p>
6-8	Book 2A Section 10 Table 10.1	Who will be responsible for removing the fuel tanks from parcel 309B?	The contractor will be responsible for removal of the fuel tanks.

6-9	RID UIS #P05	<p>This UIS sheet is for the existing overhead electrical service which runs along the northbound lanes of TH 52. There is a note on this UIS sheet that states that the timeline for design and relocation of this power line depends on the City of Oronoco constructing the new frontage road (future connection of West Frontage Road C and West Frontage Road D). The City apparently has no immediate plans to construct this new road.</p> <p>Relocation of this electric line is necessary to construct the new northbound lanes, as well as the east abutment for the new interchange bridge at CSAH 12. Is Mn/DOT currently working with the Utility to find alternate alignments for this relocation? The Utility is already requesting over 4 months to complete this relocation, which would consume most of the 2006 construction season.</p>	The alternate plan for PCS if they are unable to use the City of Oronoco's new frontage road is to go west along 12th ST SW and south along 3rd Avenue SW. PCS is aware that this is a likely scenario.
Correction to 5-3	Book 2A, Section 8.3.10.5, RID	For WFRD, Approx. Stations 241+00 to 282+00, The RID indicates that roadway surfacing will be gravel with 8' shoulders. Book 2A section 8 indicates that there will be no shoulders. Please Clarify.	The gravel roadway surfacing will have a typical width of <u>32-ft.</u> , symmetric about the centerline. This width varies at the intersection approach to CSAH 12 (S) and at the cul-de-sac location.