

Addendum and Q&A for
RELOCATION OF 24 kV LINE FOR HIGHWAY PROJECT NEAR WAYNOKA,
OK

Updated 4/11/2024

Q: Are sections 17.h, 17.i and 17.j of the Waynoka Construction RFQ document applicable?

A: Since we are asking for a lump-sum amount, section 17.h and 17.i are not applicable and do not need to be included. Section 17.j was posted on the website but incorrectly labelled “Bidder-Contractor Specification.” It will be corrected to show it as “Bidder Contractor Certifications.” The file is the same, only the label on the website was incorrect.

Q: There have been several questions about drawings that were not originally posted on the website such as framing specifications.

A: These will be posted shortly.

Q: There are structures missing from the plan and profile or “gaps” between structures. Are we to assume no work is to be done between those structures or are we still expected to string wire between those? For example, structure 7/3 and 7/9 have no listed structures between them.

A: Structures marked “existing” will remain in place. Only areas with new poles, generally areas where the highway is being widened, will need to be rebuilt with new poles and wire. In those areas it will be necessary to set new poles and pull new wire and then performed energized cutovers to avoid service interruptions to the load.

Q: Will there be a pre-bid meeting?

A: On April 3rd at 10:30am there will be an optional meeting on-site to walk and drive the project.

Q: Has staking already been completed?

A: Staking is not completed, if bidders want to submit an optional adder for staking I am open to that, otherwise I will hire a surveyor to stake the line when it is closer to time for construction.

Q: Is there an EGLE permit or SWPPP plan for this bid?

A: I am not aware of any specific EGLE or SWPPP permits required for this bid from ODOT, however if activities performed by the contractor such as building access roads require a permit, then the contractor will need to obtain those. As we obtain easements, we will attempt to contact landowners and formalize agreements to allow temporary access roads in difficult locations such as mesas, hills and gullies. Matting or temporary roads including gravel are generally allowed on ODOT right of way as long as they don't disturb large amount of soil or create erosion or flooding issues.

Q: Is this a 24kV line or a 69kV line?

A: The line is presently operating at 24kV, however we have been upgrading it to 69kV spacing for over 10 years in anticipation of future load growth and for reliability reasons. All construction drawings show 69kV spacing and construction standards for this reason.

Q: Who will supply the foundation materials?

A: Anchor bolts and cages will be supplied by OMPA. Sleeves (if needed), backfill, concrete, rebar and other materials will be supplied by the contractor. OMPA will supply poles, conductor and most hardware.

Q: Does the river crossing need to be inline with the existing line.

A: Yes, to avoid guying and alignment issues, the new crossing will be inline with the old. Temporary poles are permissible to move the line for clearance reasons while drilling foundations. If possible, the existing conductor can be used and pulled up to the new poles.

Q: Is there a material list of the hardware, etc...?

A: I will post it to the website.

Q: What backfill material should be used for direct embedded poles?

A: Backfill shall be ¾" crushed limestone gravel.

Q: In the case of hole collapse due to soil conditions do you have a preferred method to use or spec?

A: Casing or other shoring methods may be used for soil collapse.

Q: Should casing be steel, ductile or corrugated steel?

A: Casing to be determined by field personnel. All concrete backfill specs can be found in TMS-104 in the Structures package.

Q: Should the casing be removed or left in place?

A: Left in place.

Q: What diameter should the holes be for pole installation?

A: Diameter of hole determined per note 4 on TMS-104

Q: Is ROW access the contractors responsibility? If so will it be temporary or permanent?

A: ODOT ROW is accessible and can be used as long as it is restored and excessive disturbance of soil is avoided. Matting and gravel are acceptable for temporary access. Gravel can be left in place as long as it is smoothed over and won't interfere with mowing or maintenance activity. For access roads on private property, we are still working with landowners on easements. In the past, for pole replacements on this line, ranchers in the area have been willing to allow temporary roads and access as long as they are notified, and all fences and gates are closed when not used and everything is restored to previous conditions.

Q: Any restrictions to remove poles from the river bottoms?

A: See question above about temporary access.

Q: Who is responsible for vegetation management?

A: The contractor is responsible for all vegetation management. On private property vegetation can only be removed or trimmed within a 50' easement under the line unless the property owner gives permission.

Q: What is the footage new wire and retired wire?

A: Where the sag charts and plan & profile indicate dead-end to dead-end, these are expected to be new line; ~27,000'. All other line splices are to be determined by field install to match existing tensions.

Q: What is the count of anchors to retire/install?

A: 26 anchors to install, retirements should be verified in the field.

Q: When will materials arrive?

A: The final structures are scheduled to deliver on 8/23/2024.