

Ohio Department of Transportation

Prebid Questions

Project No. 090514

Sale Date - 12/10/2009

Question Submitted: 11/18/2009

Question Number: 1

Should not the bridge closure time be increased to allow for the additional work outlined in Addendum 1 ?

Yes, see addendum 2

Question Submitted: 11/20/2009

Question Number: 2

Added ref. # 0100 Bascule Girder Realignment. Are existing drawings available showing the live load bearings and geometry of the bascule leaves and attachment to piers?

<ftp://ftp.dot.state.oh.us/pub/Districts/D02/downloads/090514/>

Question Submitted: 11/25/2009

Question Number: 3

This is a follow up to our earlier question regarding closing the bridge to vehicular traffic to do the extra work required in Addendum #1. The answer was to extend the project completion date. Addendum #1 requires the closure of all vehicular traffic during the work. We believe the closure time to all vehicular traffic needs to be extended. Thank you for your consideration.

Question Submitted: 11/27/2009

Question Number: 4

The provision the bridge be closed to vehicular and navigational traffic during the performance of the work is in addendum 1. I may have referred to addendum 2 in my question dated 11/25/2009.

The district has considered your request and feels the times shown in the plan are buildable.

Question Submitted: 11/6/2009

Question Number: 5

Item 513 UF reference 0001, what type and grade of steel shall be used, is there a coating ?

See addendum 2

Question Submitted: 12/4/2009

Question Number: 6

Addendum 2 indicates that plan sheet 5 and 7 of 8 have been revised, but are not attached to the addendum. Is there an alternate way to view these revised plan sheets?

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/OTT-80400/>

Question Submitted: 12/4/2009

Question Number: 7

Is there an access point above the motors or above the motor enclosure under the bridge to allow the removal of the motors? If not, what would be an acceptable means of removing the motors? Would we be required to cut an access hole in the bridge deck?

Access to the motor room is from under the bridge bascule span. To remove the motor the fiberglass sheeting will have to be removed and possibly a diagonal steel cross member on the bascule span end frame. Any steel members removed will have to be reinstalled before the bridge is made operational. Any damaged steel members will have to be repainted as per the addendum. Cutting a access hole through the bridge deck will not be permitted.

Question Submitted: 12/4/2009

Question Number: 8

Is there additional information or details available on the motor power cable? Is the cable in fact in conduit the entire length (is the submarine portion also in conduit, or does it become direct buried under the river bed)? Is the conduit usable, and will the cable pull freely? Is there a quantity of cable required available? If not, is there as-built information available as to the length of the vertical and horizontal lengths of the conduit/cable so that we may approximate the quantity required? We request that this item be changed to a linear foot item rather than a lump sum.

The contractor is advise to make a site investigation before placing a bid. Existing plans can be reviewed at the County Engineers Office or at the ODOT District 2 office. From what information that we have existing cables are in conduit. Plans are to reuse these existing conduits. Submarine cables are in conduit under the river and enter into the bascule piers in the lower pits. The contractor is advised to inspect the condition of the existing wire and conduit before placing his bid. Due to the unknown length of cable the bid item is Lump Sum.

All prospective bidders, subcontractors, suppliers, materialmen and all others who have an interest in these prebid questions and answers are advised that these items are being provided for informational purposes only and are not part of the bidding documents. If a question warrants a clarification, the Department will issue an addenda addressing the request for clarification to all plan holders. If the Department believes that the bidding documents adequately address the request, the contractor will be advised accordingly.

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Question Submitted: 12/4/2009

Question Number: 9

What is the make and model of the existing sump pumps so that we may match the switches to the pump? Is there any as-built information or details available for where the sump pump and switches are located in relation to the outlets? Is the intent to replace only the sump pump switches and wiring, or the entire sump pump unit? Please provide additional information to properly size the wire required, or please provide a specification for the desired wire/cable, along with a quantity.

As per CMS 102.05 the contractor is responsible to make a site investigation before placing a bid. To arrange a site visit please contact the Ottawa County Engineer at 419 734 6777. Existing sump pumps are manufactured by Gorman Rupp, Model No. S3A1, 5 HP, 3 phase 230/480 V, 8/16 Amp. Plans are to salvage the existing pumps, starters, power feeds, and floats and provide new switch controls. As part of this work it is anticipated that the contractor will have to provide a new 120 V circuit for the new pump switch. Wire for the new circuit should be 12 gauge minimal. The length of the existing pump cord is approximately 25 to 30'. This is also the approximate length of the piping to the outlet.

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