

Ohio Department of Transportation

Prebid Questions

Project No. 101056

Sale Date - 4/29/2010

Question Submitted: 3/15/2010

Question Number: 1

1) Is a bypass switch required for the Automatic Transfer Switch? 2) Schematic and 1-line drawings indicate dashed lines. The Legend Sheet indicates this to be an existing device, does this also apply to the wiring/cable? 3) Plan sheet 63 calls out CP-1 in the Control Room should this be CP-2? 4) The CCTV specs calls for the use of a COHU-3930 camera. Is remote control from the control room required for the optical zoom? 5) Plan sheet 25 General Note 1 references 1988 AASHTO spec. is this correct?

A1) The Automatic Transfer Switch must have the capability of being manually transferred. This may be done locally, at the switch. A separate bypass switch mounted at the control desk is not required. A2) Note there is a dashed line that indicates "New External Wiring". Therefore, all dashed wiring is not always to be assumed as existing/to be reused. A3) The control desk should be called out as "CP-2", not "CP-1". The details show as to which panel is which and where each panel will be set. A4) The intent was that the cameras would be setup during commissioning for tilt, pan, and zoom (typical for this type of application). It was not the intent that this would be adjustable by the operator. A5) The 1988 reference specification is correct. The allowable motor overload specification has changed in the current specification and due to using exiting rack, we have grandfathered the 1988 specifications for this rehabilitation.

Question Submitted: 3/22/2010

Question Number: 2

Please provide details for the new Floating Shafts, mark no. SD12.

The floating shaft, part SD12, is a 5 1/2" diameter solid steel shaft, material per BOM on sheet M3. Length of shaft to provide center to center coupling distance of 130 11/16" as indicated in View A on sheet M4. Ends of shaft to accommodate flexible coupling hubs, part SD11.

Question Submitted: 3/26/2010

Question Number: 3

Note #4 on plan sheet E1, is new underground conduit & wiring required from the Power House to the Bridge center hub?

Yes, new wiring is required.

Question Submitted: 4/13/2010

Question Number: 4

Please provide the nameplate information and layout for the existing Motor Control Center.

Nameplate Info The following is written on the nameplate: Unitrol Motor Control Center "Cutler-Hammer (Eaton) Serial No. 6AF115427-B, Voltage – 480V Hertz: 60 PH:3 Wire :3

Question Submitted: 4/14/2010

Question Number: 5

1. Drawing 35/36 EJ16 ACTUATOR REFURBISHMENT, #7 Who is the manufacturer and who will be doing there work (described in note 7) for them in Cleveland. All costs for the refurbishment should be included in our bid?

"Steward Machine" is the manufacturer. The general contractor will be doing the work described in Note 7. All costs should be included in the general contractor's bid.

Question Submitted: 4/23/2010

Question Number: 6

1. Plan sheet E1; various notes about new conduit and wiring; Does this project require new conduit to be installed into the Span Drive Machinery area by penetrating the concrete foundation; or sre there existing conduits that can be used to facilitate new conductors? 2. Plan sheet M3, Item Mark SD10, refurbished/replaced secondary reducers: Do these new or newly rehabilitated reducer gear boxes need to de designed and constructed to service 60Hp, or to match the motors at 30Hp? 3. Plan sheet M14; Detail 2/M4; debris shield SS1: are there any drawings that detail the shield that might provide the number and size and type of attachment harware that fix it to the slewing bearing? Same Sheet, Note 3 requires cleaning of the faying surface of the slewing ring. Please confirm that this cleaning is required on the facing of the slewing bearing and not all of the faying surfaces, which would require complete bearing disassembly?

A1. The bid should include the cost to install new conduit by penetration of the existing foundation. A2. Bid the project as per guidelines in the special provisions. A3. SS1-Existing Drawings- Any and all existing drawings are available on ODOT's website. Include complete bearing disassembly in the bid.

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.

Ohio Department of Transportation Prebid Questions

Question Submitted: 4/23/2010

Question Number: 7

Is the primary reducer being driven by both 30 Hp motors or is one a primary motor and one an auxiliary motor? Page 26/66 of the drawings shows the old machinery, on one side is a motor and brake, on the other side is a motor, brake and some other equipment. I was wondering if the other equipment was a clutch. Page 16 of the mechanical special provisions calls for the primary reducer to be an Earl type 7TD or approved equal. If both motors are driving the reducer the required Hp rating would be $(30+30)*1.5=90$ Hp, The required ratio is 57.2:1. Per the Earl reducer ratings sheet a size 7TD, ratio 70:1, 870 input rpm rates 36.1 Hp. I know the rating will go up some due to the lower ratio of 57.2:1 but it doesn't look like it will be able to rate 90 Hp. I believe the original reducer was an Earl size 8DD with a 30:1 ratio at 560 rpm that rated 115 Hp. If both motors are driving can a larger primary reducer be selected?

A1.Demolish all equipment as shown on Drawing 26/66 and install new span drive equipment as shown on Drawing 27/66.A2.Bid this item as per Page 16 of the special provisions and as shown on the plans.

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.