CUY – Columbus Road (CR-356) LIFT BRIDGE
Pre-Bid Questions
Bid Due Date September 21, 2011
RQ#20792

PBQ #1:

See page 33 of the Electrical Special provisions ROADWAY LIGHTING. Please advise wattage and lamp /ballast type for the Beacon MET30 light fixtures. For further information see attached spec sheet for options that need to be identified.

RESPONSE:

Refer to Clarification No. 2.

PBQ #2:

1. Signal Processor - The analog recorder, DX8108 is called out specifically in this bid. While it is capable of handling IP cameras it is not designed to be a standalone NVR. At SVGA resolution, 1 Frame per second the DX8108 is not capable of handling 10 cameras, at CIF, 1 Frame per Second the recorder will max out at 10 cameras leaving only 1mbps for PTZ controls. Is this the desired results of the NVR?

a. If not, The Pelco DS-NVS is the IP alternative to the 8100 series, would this be considered an equal alternative?

2. Drawing - Pg 43, Note 1. Pelco does not make a pressurized dome housing for an IP camera, only analog. Are these cameras intended to be analog?

a. If the cameras were intended to be IP, is the Environmental Enclosure an approved alternative?

RESPONSE:

1-a) In order to achieve an acceptable frame rate and to maintain PTZ controls on the IP camera network, a clarification will be issued specifying a recorder that is capable of handling 10 cameras at the specified resolution while also handling the specified PTZ requirements.

2-b) Refer to Clarification No. 3.

PBQ#3:

The contract plans (sheet 31 of 301) for the Columbus Road Lift Bridge specifies 37 R 5 Lite, 5" X 1/4" Riveted Grating Deck system or an approved equal product. (Sheet 82 of 301 specifies a 5/16" thick main bar, which appears to be a discrepancy.) In order to determine the requirement of an equivalent system, we investigated the riveted grating specified assuming the 5/16" main bar and

have concerns that it lacks the capacity to handle the desired HS25 truck loading at the stringer spacing specified.

Attached is a computation of the strength and section properties of the riveted grating specified using the moment of inertia method. When computing the properties for standard welded open grid, it is customary to reduce the effectiveness of supplemental bars (other bars in the direction of the main bearing bars) by 50%. In the case of a riveted grating, these supplemental bars are comparable to the recticuline crimp bars and intermediate bars. To give all advantages possible to the strength of the riveted grating specified, the calculated section properties of the riveted grating do not reduce the effectiveness of these bars. Further, the crimp bar material specification is ASTM A1011 CS Type B which has an allowable yield stress range of 36 to 50 ksi. For the purpose of this analysis, it is also assumed that the yield strength of this material is 50 ksi, matching the strength of the main bars and therefore requiring no additional reduction in capacity for these crimp bars.

The effective live load distribution width of 15 inches used in the stress calculations for this system is taken from a report presented at the 2010 Heavy Movable Structures 13th Biennial Symposium titled "Heavy Duty Riveted Bridge Deck - AASHTO H20 Loading and Fatigue Testing" which showed that distribution does not extend much beyond the four main bearing bars directly beneath the tire patch. See the annotated excerpt from this report at the end of this document. In this report, the authors only considered the maximum stress at the top of the design section. As clearly shown in the section properties, the controlling section modulus is at the bottom of the design section. The HS25 wheel load produces approximately 80% overstress (27 ksi allowable for 50 ksi material) at the bottom of the main bearing bars for the 4'-0" continuous span. The stress check also shows that this riveted grating specified should be limited to 2.35 feet maximum continuous span length provided a 6 inch flange width.

In light of this strength deficiency of the specified riveted system, will the owner accept welded open grid as an approved equal? A welded grid system can be supplied to span 4'-0" and meet all strength and deflection criteria without additional weight.

RESPONSE:

1) Refer to Clarification No. 2

2) The design of the Riveted Steel Grid Deck as detailed in the bid plans has been verified based upon the governing AASHTO specifications and the proposed stringer spacing.

3) The design of the Riveted Steel Grid Deck as detailed in the bid plans has been verified based upon the governing AASHTO specifications and the proposed stringer spacing.

4) Refer to Clarification No. 4.

PBQ#4:

1) ASSHTO specifications require TVSS (Surge) protection on the main electrical services as indicated on the plans. We are asking if there is supplemental TVSS protection required at the MCC or other panels due to the long cable / wire runs?

2) ASSHTO requires the Motor Control Center bus bars to be tin plated copper. Our question is if the branch panel boards are also required to be copper, tin plated copper or is aluminum acceptable?

3) ASSHTO allows the use of electrical metallic tubing in the operators house. Please confirm its use is acceptable on this project for the operators house.

RESPONSE:

1) Surge suppression is required as shown in the plans, which, in general, applies to any conductor coming into or leaving the "protected" control house. The "SS" notation shown on some of the terminal blocks in the schematics is defined as "Surge Suppressor" in the Schematic Diagram Legend on Sheet No. E2 of E61 of the bid plans.

2) The bid shall be based on bus bar material that is tin-plated copper for lighting panels. Aluminum or non-plated copper are not acceptable.

3) All conduit for control and power equipment shall be PVC coated RGS. EMT will be permitted in environmentally controlled (heated and cooled) areas of the control house, but only for lighting, receptacles, communication/phone, etc. Otherwise, EMT will not be permitted for use for any control or power conductors or elsewhere on the bridge.

PBQ#5:

Please refer to drawing 261/301.

Note 9 requires clearance gauges. Details for this gauge are required to constructed via visibility requirements as determined by the Coast Guard. Has the Coast Guard provided this visibility information? Preferably a detailed sketch of what is required would be appreciated.

RESPONSE:

The details for the clearance gauges shall be handled by the fabricator during shop drawing preparation following award of the construction contract. The information contained in the project plans and contract documents is considered to be sufficient for bidding purposes.

PBQ#6:

1. Will the County make monthly progress payments for the procurement of steel components including the structural steel mill order, fabrication of structural steel, procurement and manufacturing the machinery components, as well as the structural bearings and counterweight wire ropes? The expense for these components has a long lead time before arriving at the project site. In some cases, the lead time is 1 year before it is delivered to the job site. The cost of the project is much higher if monthly progress payments are not made for the above.

2. Will electronic design CADD files be made available to the successful contractor after award?

3. Can the submittals that are required for owner's review be transmitted via electronic files or will the 6 hard copies be required?

4. How are bid items 114 Mobilization and 134 Demobilization paid?

5. Reference drawing S97/S123. What is the center to center spacing for the new rivets to the new running plates? What are the grip dimensions or can you provide the existing cross sections of the tower legs?

6. Has the county acquired any temporary easements of private property for use during construction activities? If yes, describe location and area for construction purpose.

7. Are their existing tower drawings available to the Contractor at bid time?

8. Reference drawing S39/S136. Will the fabricator have the option to fabricate the lateral bracing with cut outs by using a three (3) plate shop welded member in lieu of a modifying a W beam section?

RESPONSE:

1) Yes. Payment will be in accordance with the contract General Provisions Section 109.10, Payment for Delivered Materials.

2) Yes.

3) Please prepare your bid in accordance with the requirements of the Project Plans and Bid Documents.

4) Ref. No. 114 and Ref. No. 134 are pay items related to the Electrical Work in the Contract and shall be paid in accordance with the Bid Documents.

5) The new rivets are replacing existing rivets, so the proposed rivet spacing will be the same as the existing rivet spacing. The existing rivet spacing can be determined by examining the original construction plans and by inspecting the tower legs in the field.

6) Right-of-way was acquired for the construction of the improvement. Right-of-way plans are included in the Project Plans as part of the Bid Package.

7) Digital copies of existing structure plans may be acquired by prospective bidders as indicated on Sheet No. S3 of S136 of the Project Plans.

8) Please prepare your bid in accordance with the requirements of the Project Plans and Bid Documents.

PBQ#7:

1. Fender System – DWG 132/301 shows galvanized splice plates. DWG 133/301 shows Stainless Steel splice plates. Which is required? What diameter and material are the bolts for the fender system?

2. Are there any existing fender drawings showing the piles referred to on DWG 132/301 "ELEVATION"

RESPONSE:

Refer to Clarification No. 3.

PBQ#8:

1. Per plan sheet 133/301, there is an 8" x 8" timber blocking shown between the wales in the fender system, however there are no notes or details explaining the hardware attachment this blocking.
Please provide details of the hardware for the blocking.

RESPONSE: The blocking shall be toe-nailed top and bottom at the front face using 3/8"x8" long stainless steel lag screws. Revisions have been made to Sheet Nos. 132 and 133 of 301 which are being forwarded with a clarification.

2. Can the bolts for the truss, 3/4" Diameter A325 High Strength bolts type 1, be galvanized?

RESPONSE:

Galvanized bolts will not be permitted. All structural steel surfaces for the truss shall be prepared and painted per CMS 514 modified according to plan. Galvanized surfaces require special preparation in order for the 514 paint system to work on them.

3. Is full shop assembly or partial shop assembly required for the truss?

RESPONSE:

Shop assembly shall conform to CMS 513.24.

4. On page 29/301 in the plan set under Item 513-Structural Steel Members, Level 6 as per plan, the item list "Machine House Struts".

Please identify what part of the machine house is Level 6.

RESPONSE:

The term "Machine House Struts" should read "each Strut B". Sheet Nos. 29 and 70 of 301 have been revised and are being forwarded with a clarification.

5. On pages 286/301 through 288A/301 only Level 3 is called out for the structural steel located in the machine house. Also U5 and U6 details are shown on page 70/301 and are called out as Level 3.

Where are the "machine house struts" in the level 6 description on pg 29/301 located if not in one of these locations?

RESPONSE:

Sheet No. 70 of 301 has been revised for Strut B to be called out as Level 6 and is being forwarded with a clarification. Sheet Nos. 286 and 288A of 301 will remain unchanged.

6. Please indicate which activities are considered water work. Should it be assumed that only work that will disturb the river bottom between March 15 and June 30 be prohibited; such as driving pile or placement of barge spuds?

RESPONSE:

In regard to the Environmental Waterway Permit Note, in-water work is considered to be any work performed below the surface of the water, not only work disturbing the river bottom. This does not include the operation of surface vessels for the performance of work above the surface of the water.

7. The contract drawings have indicated that the south tower foundation has shifted. If this is a continuing problem, who will be responsible for further shifting during the life of this project and beyond?

RESPONSE:

The shifting of the South Tower foundation indicated in the project plans occurred over the course of 70 years. Significant or measureable movement of the South Tower foundation during the construction of the proposed improvement is not anticipated. Any unanticipated movement of the foundation that is not caused by the Contractor's negligence would be considered an unforeseen or changed condition of the contract.

8. Please provide as-built drawings of the existing towers.

RESPONSE:

Please refer to the note titled "Previous Construction Plans" on Sheet No. 26 of 301 of the project plans for information on how to obtain digital copies of record plans.

9. Dwg S-98 states that the existing jacking device pin hole in 4" diameter. Dwg M-3 shows the jacking device pin is 8" diameter. Which is correct?

RESPONSE:

The diameter of the pin is 8". Sheet No. 121 of 301 has been revised and is being forwarded with a clarification.

10. Drawing S-13 Step 7 says "Raise and secure the counterweights. Remove the cribbing and jacking apparatus" Later in Step 9 the new lift span is floated into place and in Step 10 the new counterweight ropes are installed.

- Since Step 7 says to remove the jacking apparatus, what holds the counterweight in its raised position between step 7 and step 10 when the new ropes are installed?
- Step 7 says secure the counterweight is this to be a contractor designed operation?

RESPONSE:

The Counterweights are proposed to be raised and secured by the strand jacks. The "cribbing and jacking apparatus" that is to be removed refers to the tower jacks at the bases of the towers, not the strand jacks. The strand jacks shall have the ability to lock and hold the counterweights.

11. Special Provisions - Mechanical, Page 14, Welding and Weldments states that welding shall be in accordance with the requirements of the Bridge Welding Code as stated in AWS D1.1. It is our understanding that the Bridge Welding Code is AWS D1.5, not D1.1.

- Which welding code will govern this project?

RESPONSE:

Welding for work detailed on the Mechanical Work Drawings M1 thru M46 (Sheet Nos. 160 thru 205 of 301) shall meet the requirements of AWS D1.1 as specified.

12. Many of the support weldments for the operating machinery and also the structural steel that the weldments are bolted to have stiffeners closely spaced on either side of the bolt holes; these closely spaced stiffeners will prevent access for a drill. We anticipate that you will either need to have all holes drilled ahead of time in the structural steel support beams and the weldments which will lead to fit up problems, or you need to set all the machinery down, shim and align it, punch mark all the holes onto the structural steel, remove all the machinery, drill all the holes, and finally put all the machinery back in and reconfirm alignment.

The second option will be less expensive and time consuming if the stiffeners were spaced so that a drill could fit between them, so the machinery could be aligned, and the structural steel drilled with the machinery in place.

- Please advise if the stiffeners can be relocated further apart in all situations that require field drilling of the hole?

RESPONSE:

The stiffeners shall be placed as shown on the drawings.

13. The mechanical special provisions calls for the bolt hole clearance for A325 bolts to be 1/32" This is customarily 1/16" The cutters for magnetic core drills are sized in 1/16' increments If 1/32" is indeed the required clearance, different and more expensive and time consuming drilling methods will have to be employed Since A325 bolts are tensioned to create friction connections, this appears to be an unnecessary expense.

- Please confirm what the required hole clearance is for A325 bolts

RESPONSE:

Holes shall be drilled as specified in the contract documents.

14. In Mechanical Special Provisions, Page 9, third paragraph, it states that turned bolt holes for machinery parts connecting to supporting steel may be sub drilled (in the shop) smaller than the turned bolt diameter and shall be reamed together with the supporting steel, either during assembly or at erection to provide an LC6 fit.

- Can final alignment of machinery and drilling/installation of turned bolts be done in the shop with respect to a particular skid?

RESPONSE:

Yes, provided that the alignment meets the acceptance criteria after final installation on the bridge. Any change to the alignment that occurs due to handling, shipment, erection or any other reason shall be corrected by the contractor at no additional cost to the project.

15. If shop alignment were permitted as asked in the previous question, we anticipate that in the field the skids would only need to be shimmed and aligned to one another and then final drilled/bolted to the structural steel beams of the truss It seems the above referenced notes allow this however, Page 31 of the special provisions states that final reaming of turned bolts shall occur only after the engineers approval of the field alignment, inferring that final drilling must be done in the field It is our experience that aligning and drilling in the shop is not only much more productive, but results in a much higher quality job versus in the field.

- Will skids of machinery be allowed to be final aligned and drilled in the shop and then the skids be aligned to one another in the field?

RESPONSE:

Yes. See response to question no. 14 for additional information.

16. Dwg S-91, Note 5 states that tower columns shall be set to plumb within 1/500 before tightening the anchor bolts.

- Is this the criteria for the condition with no sheave, counterweight and lift bridge load on the towers? Or is the criteria for when these loads are on the towers?

RESPONSE:

Refer to Clarification No. 4.

17. Much of the machinery is to be bolted to mill rolled structural steel beams. These beams are allowed flange tilt and camber tolerances and there will be some additional tolerance build up in hole drilling location and camber of floorbeams.

- Is the Client aware that this will result in gaps underneath the machinery supports as the two surfaces will not be planar to one another?
- Is the Client okay with this, or do they want the contractor's to carry in their bids custom tapered shims under every machinery interface or "in place" machining of the tops of the structural steel beams?

RESPONSE:

Yes we are aware that there may be slight gaps at the interfaces of the steel machinery supports and the steel structural members. We are okay with this. The contractor should be aware that if the

machinery is mounted to the machinery supports as proposed in question no. 15 that this does not represent final alignment and that one of the factors that may affect final alignment is the connection of the supports to the structure. In cases where shims are called for between the machinery support and the structural steel, these shims can be used to maintain alignment that was established in the shop. In cases where the support bolts directly to the structural steel, the shims between the machinery components and the support can be used to correct for alignment as required. The contractor should note that partial shims and or custom tapered shims may be required to achieve the specified alignment. The contractor should refer to the section on shims in the Special Provisions for additional information.

18. On page AA13, Note 1, the Steel Floor Plate is specified to be included for payment under item 513 Structural Steel Members Level UF On page AS1 in Note 1, the same Steel Floor Plate is said to be included for payment under item 513 Structural Steel Members, Level 3.

- Is it the intention for this item to be paid under Level 3 or Level UF?

RESPONSE:

The intent is that the floor plates are included in Level 3. The Level UF callout on Sheet No. AA13 of AA19 (Sheet No. 279 of 301) has been corrected and is being forwarded with a clarification.

PBQ#9 (Refers to PBQ#6)

Your answer to question #1 below says yes, you will make progress payments according to provision section 109.10, which is payment for delivered materials. Our question is would you pay for the raw material delivered to the fabrication plants and would you pay for fabricated and stored materials at the fabricators yard? This is a considerable cost and may increase the cost of the project to the county by as much as 10% over the contract time.

I also wanted to ask if you would consider extending the question period for two more weeks. Our subcontractors and suppliers are just getting time to look at the drawings and I know they will have questions which need to be answered by the county. Please consider this extension.

Response:

1) The County will not pay for raw materials delivered to the fabrication plants. The County will pay for fabricated and stored materials.

This subject will be further addressed in a forthcoming clarification.

2) See Clarification No. 3.

PBQ#10 (Refer to Plan Sheet 259/301):

Please see attached drawing. Our cable vendor is asking for clarification on what is required in this droop cable due to the #6 AWG cable reference.

Response:

The requirement for the "Bonding" cable as called out in the Schedule of Conductors on Sheet No. 258 of 301 of the project plans is to utilize six (6) AWG #6 conductors. They will be used in parallel. The design intent is to use six (6) AWG #6 conductors rather than one (1) 1/0 conductor for bonding based on the application for this project.

PBQ#11:

The following question in regards to the CUY Columbus Rd. Rehabilitation of existing vertical Lift Bridge N0. 1:007 over the Cuyahoga River in the city of Cleveland P.I.D. No. 5383. County Requisition Number RQ-20792 with a bid date of September 21, 2011.

According to Contract Document E1/E61 page 206 of 301 note # 9. Two sources are provided for points of contact pertaining to the electrical services that are shown to be used for this project. A Mr. Ted Raider from Cleveland Electric Illuminating and a Mr. Ray O'Neill from Cleveland Public Power. During the process of gathering costs associated with the disconnection and reconnection of power for this bridge project required for our estimate. I had the opportunity to talk with both gentlemen to find that neither of the two claim to be providing power to the bridge in it's current state and that Mr. O'Neill from CPP states that CPP will have no involvement in the Bridge's final state upon completion of the project. This statement differs greatly from information indicated on other contract documents. Mr. Raider from CEI states that they have no plans of being the power provider for the Bridge in it's final state either. I find this very ironic that neither claim to providing power to the bridge now and neither have plans for power to the bridge later. Each claims that the other is the sole power provider and that CPP was only contacted to at one point to have a stand by power source that was later rejected due to the monthly cost that would have been passed down the customer.

It has turned out to be very difficult to obtain possible costs from a utility company when neither of the provided sources claims to have involvement.

RESPONSE:

Power service to the Columbus Road Lift Bridge is currently provided by Cleveland Public Power (CPP) at the North Tower. When the bridge is rehabilitated, power service will be provided by First Energy (CEI) at the South Tower. Backup power will be provided by a generator that is also included in the contract. CPP will not be providing backup power service to the Columbus Road Lift Bridge as part of this contract. However, there is work in the contract to provide the capability for the bridge to receive backup power service from CPP at the North Tower in the future. Therefore, CPP will have to be involved with disconnecting the existing power service from the north end when the bridge is placed out of commission during the project, and First Energy (CEI) will have to be involved with providing new power service from the south end as part of the project.

Mr. Ray O'Neill of Cleveland Public Power (216-664-3922) and Mr. Ted Rader of First Energy (440-546-8738) have been contacted by the County and are aware of the project and of their respective involvement.

Sheets No. 206 and 210 of 301 of the project plans are being revised and issued with a clarification.

PBQ#12:

1. Would the County consider granting a bid date time extension based on the Ohio Department of Transportation Letting being so close on the heels (September 22) of this proposed September 21st bid date. With other work on the DOT letting taking resources from the bidders on your project, we feel you would get a better and more complete bid if it were not received until at least the end of the month. Please consider this request.

RESPONSE:

The bid due date will not be extended.

PBQ#13:

1. Please provide a ten (10) day period for the Contractor to commence and continue to cure any Owner claim that Contractor is in default of the Contract under Specification Section 108.08.

RESPONSE:

No changes will be made to Section 108.08 of the Cuyahoga County Engineer General Contract Provisions included in the Bid Package.

2. The Contract documents indicate the presence of pre-existing hazardous waste or materials at the site, including asbestos and lead paint containing materials, and that it will be the responsibility of the Contractor or its subcontractors performing the work required in this Contract. However, these materials are inherent in the Owner's site, are pre-existing, and were not generated out of work associated with this Contract.

- Please confirm that Owner, and not the Contractor, will retain the responsibility of all pre-existing hazardous waste and/or materials.

RESPONSE:

Once the Contract is signed, the Contractor will hold the responsibility for all pre-existing hazardous waste and/or materials within the Project limits that are being disturbed and/or removed as part of the Contract.

3. The existing live load shoe on drawing S94-136 shows it is to be replaced, but drawing M40-46 indicates that it is to be reused.

- Please confirm if the shoe is to be reused or replaced.

RESPONSE:

The existing connection plates from the tower columns to the lower casting of the live load shoes shall be replaced as shown on Sheet No. 117 of 301 (Sheet No. S94 of S136) of the project plans. Sheet Nos. 117, 199 and 201 of 301 have been revised and are being issued with a clarification.

4. Per plan sheet 120/301, there are 7/8" diameter Countersunk Rivets specified to be installed on the new running plate.

- Is it the intention to install Rivets in this location or are 7/8" diameter bolts, as specified throughout the rest of the project, desired?

RESPONSE:

Rivets shall be installed at the locations indicated in the project plans and are to be countersunk on both sides as specified in Note 1 on Sheet No. 120 of 301 of the project plans.

5. Sheet 287 of 301, detail #3 shows 30lb ASCE rail by the crane supplier.

- Is the crane and rail part of this contract?

RESPONSE:

The crane and rail are included in the Contract. The Special Provisions for Mechanical Work and Sheet No. 163 of 301 of the project plans have been revised and are being issued with a clarification.

6. On the site visit to the bridge it was found that there is cross bracing located at the bottom of the tower/towers. This bracing is badly deteriorated and not even connected in some locations. It will also need to be removed to allow for the counter weight to rest on the top of the abutment. Can the cross bracing be removed, and if so, is there new cross bracing to replace it?

RESPONSE:

The existing lower lateral bracing located below the tower spans shall be removed under the Contract but will not be replaced with new bracing because they serve no structural function.

PBQ#14 (Refers to PBQ#3):

Thank you for your response. Your explanation to Question Numbers 2 & 3 however have prompted to me to ask another question:

How can the design comply with AASHTO specifications when the design of riveted grating is not addressed in the code? AASHTO Standard Specifications Article 3.27.1.2 defines the main and secondary members of steel grid floors and Article 3.27.1.3 requires that the connection between the main and secondary members be welded.

RESPONSE:

The riveted steel grid roadway deck as designed and specified in the project plans meets the AASHTO HS-25 design loading requirements and has been approved by ODOT and FHWA for use on this project.

PBQ#15:

This RFI relates to Note 1 on drawing 210/301 requiring NEMA 4x stainless steel disconnects because this note is general in nature and a 4X enclosure carries significant cost this request is to address the enclosures required for other electrical components installed in what would be typically considered a NEMA 1 environment as follows:

1) Please clarify the enclosure requirement for the Manual Transfer Switch in machine room 303 as well as the MCC. The environment is NEMA 1.

2) There are numerous disconnects and combination motor starters required on sheet 301/301 for HVAC control. They are all installed in what would be considered a NEMA 1 environment. Please confirm the NEMA rating required for these devices.

3) The electrical services require 600 amp enclosed main breakers in the gate houses. Please confirm the NEMA rating for these enclosures along with their associated TVSS enclosures.

4) Please confirm the enclosure for electrical panels LP Central / North / South.

RESPONSE:

1) Per the project plans and specifications, the MCC may be NEMA 1 or NEMA 12 enclosure. If located outside or in the open, the manual transfer switch shall be NEMA 4X. If located in an enclosed room, the manual transfer switch does not require NEMA 4X. All other disconnect switches shall be NEMA 4X per the project specifications.

2) These disconnects and combination motor starters should simply be suitable for their environment. NEMA 4X stainless steel enclosures are not necessary.

3) Breakers may be NEMA 1. TVSS panel shall be NEMA 4X.

4) These should simply be suitable for their environment.

PBQ#16:

In reference to Bid Clarification #4.

I spoke in depth with Ray O'Neil at CPP and there is significant confusion over CPP's role in this project and there is no cost available to present to the contractors to carry in their bid. He relates to specific direction he has to do nothing with their service at the bridge. Further he related that the removal of the transformers and associated PCB testing should belong to CPP if they are ultimately being removed. He believes that these transformer belong to CPP and he will investigate further.

This is a notable and variable cost issue and it is suggested that either the direction to carry the unknown utility cost is removed from the bid requirement or an allowance is determined to be carried in the bid to cover utility costs when known.

I may suggest that someone from the county project manage team talk to Ray for specific details and correspondence details that don't involve the contractors to better sort this issue out.

I need to follow up with the below email after reviewing the Clarification #4 again after my discussion with Ray O'Neil: The only issue is what the utility charges are to remove the CPP service that we need to carry in our bid and ultimately the responsibility of the transformer removal. It is clear that the CPP service will not be reconnected at this time.

Perhaps the County can assist Ray with determining the costs he needs to instruct us to carry for the disconnection, if any.

RESPONSE: See Clarification No. 5.

PBQ#17:

1. In reviewing Dwg. S96, a hole spacing of 2.25" has been shown for 7/8" diameter high strength bolts (interior and exterior gusset plates, North and South towers – forward columns). AASHTO would require a minimum spacing of 2 5/8" be provided. It appears that the connection plate would need to be revised to be in conformance with the AASHTO Specifications. Please advise.

RESPONSE:

The hole spacing shall remain as detailed in the project plans. The new connections are to existing elements, so the bolt spacing shall remain as shown.

PBQ#18:

1. Please provide description of work for the following bid items:

114 Misc.: Mobilization for Electrical Work
134 Misc.: Demobilization for Electrical Work
143 Project DVD Recording

Please indicate how these items are measured for payment.

RESPONSE:

Ref. No. 114: This work consists of getting all of the equipment required for executing the Electrical Work included in the Contract to the project site. Payment for this work is Lump Sum.

Ref. No. 134: This work consists of demobilizing and removing all of the equipment required for executing the Electrical Work from the project site and cleaning up and restoring the site. Payment for this work is Lump Sum.

Ref. No. 143: The specifications and basis of payment for "Item Special – Project DVD Recording", is included in Section 400, Proposal Notes, located in the Cuyahoga County Engineer Specification Booklet included in the Bid Package. Payment for this work is Lump Sum.

2. Has the county secured any temporary property for use of assembling the new lift span off-site? If yes, describe location and area for this use.

RESPONSE:

No. The Contractor shall be responsible for securing a site for assembly.

3. We are in receipt of the Clarifications 1, 2 and 3. Number one is dated, August 3, 2011. What are the official dates for Clarifications 2 and 3?

RESPONSE:

Clarification No. 2 was issued by the Department of Public Works (DPW) on August 25, 2011, Clarification No. 3 was issued by the DPW on September 1, 2011 and Clarification No. 4 was issued by the DPW on September 8, 2011. The Bidder shall sign and date the confirmation according to the date of receipt of each clarification.

4. Will the Contractor have the option of fabricating the new lift span with shop applied prime coat of paint and the intermediate and final coats applied in the field? This proposed method will provide a more uniform paint color than the touch-up only in the field.

RESPONSE:

Bids shall be prepared in accordance with the project plans and specifications. Shop painting of the lift span structural steel is specified to protect the mechanical and electrical equipment and systems on the bridge from contamination.

5. Clarification #3 on dwg.S47 revises notes 6 and 7 for steel member groups level 3 and 6 but does not revise the total weights for the quantity on the summary sheet. Should these weights be revised?

RESPONSE:

No. The weights for the Strut B and Strut B Cantilever were already accounted for in the estimated quantity for "Item 513 – Structural Steel, Level 6, As Per Plan" prior to the clarification.

6. Tower Access drawings S125/S136 show tower stairs and walkways fabricated from tube steel. The sections show all shop welded connections. How are we to install these pieces in the tower working around all the other members. Is there any detail of field connections for this work? Some of these pieces may have to be erected individually.

RESPONSE:

The Contractor may erect pieces individually and may field weld as necessary. Details for the execution of this work shall be spelled out by the Contractor in his/her erection procedure. Shop welds and field welds shall be clearly designated by the Contractor in the shop drawings submitted to the Engineer for review.

PBQ #19:

While it is too late per specifications to send in an RFI you need to know that First Energy is instructing all bidders that they will not be providing a cost estimate for us to carry in our bid for their utility service nor will they suggest an allowance for us to carry.

It is suggested that a bulletin be issued that states that bidders should carry a specified allowance with an amount as directed by the County or advise bidders to carry zero dollars and have this cost be paid separately and directly by the City / County.

Please feel free to contact me in order to provide you with any further details or clarifications you may need related to my conversations with either First Energy or Cleveland Public Power related to this project.

RESPONSE: See Clarification No. 5.