



Oregon

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October 22, 2009

TO: Prospective Bidders

RE: CONTRACT NUMBER 14122
KEY NUMBER 15644
I-84: EXIT 64 (HOOD RIVER) – BUNDLE 224
COLUMBIA RIVER HIGHWAY
HOOD RIVER COUNTY
GRADING, DRAINAGE, STRUCTURES, PAVING, SIGNING AND ROADSIDE
DEVELOPMENT
BID LETTING DATE: OCTOBER 29, 2009
LETTER OF CLARIFICATION #3

The following information is provided in response to questions or issues of significance that have been raised by one or more prospective bidders. This is for information only.

Item/Question: Section 00471.50 states to pump storm water to existing manhole (#11872). Which existing manhole is #11872?

ODOT Clarification/Response – *The temporary stormwater must be pumped to the existing manhole located in Marina Way, See Sheet 20 - Note 11. Subsection 00471.50 (b) will be revised in Addendum No. 4.*

Item/Question: The Foundation report provided on the ftp site is approximately 100 yards short of the junction of Marine Dr and Button Br. Rd. Is there a Foundation Report available that covers this intersection?

ODOT Clarification/Response – *No additional reports were developed as part of the engineering design phase.*

Item/Question: Based upon the profiles, I can only find 14,423 cy of excavation. The bid item is for 18,500. Where are the remaining cy of excavation located?

ODOT Clarification/Response – *Excavation quantities are shown in the profile and in construction notes. Quantities shown in the profiles are incorrect and will be updated along with the bid quantity in Addendum No. 4.*

Item/Question: Section 00330.41 (a-4) of the specials replaces the subsection in the standards. This appears to be creating the intent that this is NOT an export project. The problem that we see is that in the same section but (a-3) indicates that some of the material may still be “unsuitable” for use on the project. What is the actual intent of this contract? Will the contractor be able to rely on the specification in the

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specials (a-4) that NO material will be hauled off? Will this also apply to spoils generated from the pipe work?

ODOT Clarification/Response – *The project will generate material that will require disposal. Subsection 00330.41 (a-4) will be revised in Addendum No. 4.*

Item/Question: It appears that section 00310.91 in the specials states that “removal of barriers” includes the grout pad underneath the barrier. Section 00820.00 Scope includes the removal of the barrier and grout pad and replacement with AC. Section 00820.90 restates that the work for removal of the grout pad is incidental to the barrier work. Where does the removal of the barrier, grout pad, and the repaving of the AC get paid?

ODOT Clarification/Response – *Removal of Barrier will include the removal of the existing grout pad and the removal of the HMAC pavement underneath the barrier. Asphalt Pavement Sawcutting and Paving will be paid for separately. This change is included in Addendum No. 2.*

Item/Question: Is there two structures at exit 64 (original and widening) or just one. The as constructed drawings only contain one structure.

ODOT Clarification/Response – *There is one structure at Exit 64 (Bridge No. 07398). The bridge was originally constructed as a two-lane bridge and those plans were previously posted on the ODOT FTP site. The bridge was widened to its current configuration and those plans have been posted to the ODOT FTP site at the following location: <ftp://ftp.odot.state.or.us/obdp/Bundle%20224/>*

Item/Question: Reference sheet 2B-9: The number of starters and feeder breakers are different in the one-line than those shown in the front elevation. Please clarify which you would like us to offer.

ODOT Clarification/Response – *Build MCC per one line diagram.*

Item/Question: Reference sheet 2B-9: I do not see the feeder breaker requirements for the 120/240 Mini Panel in the MCC. Please indicate how many, and what current ratings are required.

ODOT Clarification/Response – *Mini panel is factory standard panel equip with primary main breaker and secondary branch breakers for 3KVA transformer size.*

Item/Question: Reference sheet 2B-9: I was not able to locate the control wiring diagram for the Pump Control Panels on the far right hand side of this drawing (or in the referenced Section 00471). Please indicate where these details may be found.

ODOT Clarification/Response – *This work is described in Section 00471. See 00471.01(b) for a General Description, 00471.04 for the Submittal requirements, and 00471.12 for Panel requirements. Also see drawing 2B-8 for the Sequence of Operation.*

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Item/Question: 42" tall barrier: Are scuppers required for the tall barrier? RD545, Elevation Detail, states: "2 – 3" x 12" scuppers only when called for in plans."

ODOT Clarification/Response – *Scuppers in the 42" tall barrier are not called for in the plans and are not required.*

Item/Question: - Tall barrier not addressed in Specials; Plan Sheet 2B-13 identifies 42" barrier as "Precast" – (the precast barrier is 'pinned' between sections, per RD545). Is the contractor expected to fill the joints between precast sections and sack prior to applying stain?

ODOT Clarification/Response – *Tall barrier is included in the Standard Specifications under Section 00820. Filling the joints between precast sections is not required.*

Item/Question: Is it possible to use a much cheaper ABS multi use form liner? Or is the elastomeric style the preferred material?

ODOT Clarification/Response – *No. Per 00542.10, Contractor shall use a concrete form lining system made of high-strength urethane elastomer materials.*

Item/Question: Our quantities for bid item "Deck Concrete Class HPC4000" is 426 CY of concrete, the specials call for 380. According to drawings 82325 and 82333, it looks like the concrete comes inside the steel tub girders almost to the depth of the face of abutment. Or is the end of the tub girder sealed off right at the end of it?

ODOT Clarification/Response – *Yes, HPC4000 concrete will be poured inside the ends of the steel tub girders to the face of the steel bent diaphragm (82333) which is in nearly the same location as the face of the concrete end diaphragm that is recessed 3 inches from the face of stem wall as shown on 82323. As clarified in 00540.80(a-1) and depicted on 82317, pylons are not HPC4000.*

Item/Question: Also does the end diaphragms need the same HPC 4000 mix as the deck?

ODOT Clarification/Response – *Yes, the end diaphragms shall use the same HPC4000 mix design as the deck.*

Item/Question: Section 00471.11 Submersible Pumps does not give any head/flow requirements, discharge size, horsepower or any other pertinent information to size the pumps. We are the FM (Fairbanks Morse) representatives, and need this info to properly size and price the pumps for bid. I looked through the drawings and addenda, and could not find this. Can you either please point me there, or get this into the next addendum?

ODOT Clarification/Response – *Details related to the pumps are included in the plans. See Sheet 2B-8.*

Item/Question: The plans indicate that shoring of the existing structure is needed for the stage construction of the bridge per sht 4 of 25 typical section and note #2 in stage 3. Both reference shoring

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the bridge and to see specs. The specs do not address the anticipated shoring requirements either. Could you please clarify what the requirements are for bridge shoring? Is this just the corner of the bridge next to the approach fill shoring or will the entire end bent need to be shored? What are the anticipated loadings that we are to support?

ODOT Clarification/Response – *Section 501.00 identifies that shoring of the approach roadway and structural shoring of the existing bridge are required. Section 501.03 describes that the structural shoring is needed at intermediate pier locations of the existing bridge. Contractor is responsible for designing shoring according to AASHTO Guide Design Specification for Bridge Temporary Works and constructing shoring according to AASHTO Construction Handbook for Bridge Temporary Works. Existing bridge drawings are available for shoring design purposes.*

Contractor is required to provide all shoring as required for construction. This includes determining the actual location, design and limits of all shoring. The locations and limits shown in the plans and described in the specifications are only provided to alert the contractor that shoring is anticipated.

Item/Question: Plan drawing #15396 shows a total for “Required Foundation Depths” of 129 Ft; the bid schedule, Item 1620 (42” diameter signal support drilled shaft) indicates a quantity of 150 Ft. An explanation of the discrepancy in depths is requested.

ODOT Clarification/Response – *The quantity shown on Drawing #15396 is correct. Quantity for Item 1620 in the project bid schedule will be changed from 150 ft to 129 ft.*

The following questions were answered in Clarification Letter #1. Please see the revised answers below for additional clarification:

Item/Question: Since one of the items of pay that is listed is excavation I want to verify that we will be paid under the excavation item to remove the detour.

ODOT Clarification/Response – *Removal of the detour will be paid for under Excavation. Temporary Detour bid item has been removed as part of Addendum #2.*

Item/Question: On the C2 ramp east bound once the asphalt is removed is there any additional excavation that has to be done?

a. If there is do we get paid for it under the excavation bid item?

ODOT Clarification/Response – *Grading contours will be added to the plans as part of Addendum #2. Earthwork required to meet design grades will be paid for under the excavation bid item.*