



Oregon

Department of Transportation
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Roadway Engineering Section
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November 13, 2009

TO: Prospective Bidders

RE: OR42:Beaver Cr-Mid Fork Coquille R-Bundle 405
Key Number 14225
Coos Bay-Roseburg Highway
Coos County
Structures Project
Bids to be opened and read November 19, 2009
LETTER OF CLARIFICATION #5

The following information is provided in response to questions or issues of significance from contractors or material suppliers. Some answers are for information only at this time and some will be included in an addendum as noted.

Item/Question:

What is entailed in Bid Item -0140 – Temporary Illumination LS? I looked in the specification section referenced to no avail and I was unable to locate any temporary illumination on any of the plans.

- **ODOT Clarification/Response:**

Bid item 0140 TEMPORARY ILLUMINATION is deleted in Addendum #4.

Item/Question:

Page 34 of the Special Provisions explains that the agency will provide measures for compliance with the Migratory Bird Treaty Act.

Contractor is requesting information on what the measures will be. Will the measures be something which would require removal to perform the work or will the agency employ a “take permit” or other non physical measures?

- **ODOT Clarification/Response:**

ODOT will use the services of USDA Wildlife Services (APHIS) to perform MBTA compliance. APHIS may choose to use exclusionary measures, such as, noise cannons, power-washing (i.e., physical removal), netting, etc. Netting may need to be removed by the Contractor in order to perform the work. Removal of any exclusionary measure in order to perform the work is incidental to other bid items.

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Item/Question:

Does the lost deck remain in Structure 08842 or has it been removed? If it remains, the posts supporting the decking will most likely interfere with the new P/T cables.

• **ODOT Clarification/Response:**

Oregon standards are to remove the lost deck. If the lost deck is still in the bridge the contractor will need to strip it out before beginning any repair work.

Item/Question:

Spec Section 00210 Mobilization-“Lane closure for Bridge 03212A and Bridge 08935 to be coordinated to stop and start at the same time.” These bridges are approx. 4 miles apart. Is this correct? or was the intent for Bridges 8842 and 8843 which are very close to each other to be coordinated with the same start and stop? Please clarify.

• **ODOT Clarification/Response:**

Section 00210 is correct. Lane closures on Bridge Nos. 03212A and 08935 must be coordinated to start and stop at the same time. Lane closures on Bridge Nos. 08842 and 08843 are not required to start and stop at the same time.

Item/Question:

We are a specialty subcontractor who will be providing pricing for the Class 2 prep to the prime contractors for bridge # 08876, #09486, and #09185, and wanted to confirm that any work on these structures should be estimated using “Zone 2” labor rates. Please let me know if this is correct, and if not, what would be the correct zone rate.

• **ODOT Clarification/Response:**

Wage rate zones are determined using the Davis-Bacon wage Determination and the Bureau of Labor and Industries (BOLI) prevailing wage rate (PWR) both can be found at the following websites for Highway construction in Coos County, Oregon:

Davis-Bacon

<http://frwebgate.access.gpo.gov/cgi-bin/getdoc.cgi?dbname=Davis-Bacon&docid=OR20080002>

BOLI

<http://www.boli.state.or.us/BOLI/WHD/PWR/index.shtml>

Due to the specific location of the work it is the contractor’s responsibility to determine the appropriate zone.

Item/Question:

In order for us to engineer the carbon fiber FRP system and meet the design goal with the correct number of layers for our system, our FRP engineer needs to know the values stated below:

Description of additional information required to perform calculations as per ACI 440.2R-02.

1. Existing dead load moments on the elements requiring strengthening.
2. Cross-sectional details of each section including the existing steel and its location.

• **ODOT Clarification/Response:**

1. See tables below for the dead load moments (unfactored) at critical locations noted on the plans:

Bridge No. 03173A			
Member	Location	Total Dead Load Moment (Unfactored)	
		DC	DW
Crossbeam	0.5L	388 kip-ft	0
Int. Girder	0.5L	40 kip-ft	0
Ext. Girder	0.5L	37 kip-ft	0

Bridge No. 08843			
Member	Location	Total Dead Load Moment (Unfactored)	
		DC	DW
Crossbeam	0.4L	143 kip-ft	22 kip-ft
Crossbeam	0.6L	209 kip-ft	34 kip-ft
Int. Girder	0.5L	342 kip-ft	91 kip-ft
Ext. Girder	0.5L	294 kip-ft	91 kip-ft
Span 1 Girder	1.875L	254 kip-ft	50 kip-ft
Span 2 Girder	2.125L	205 kip-ft	40 kip-ft

Bridge No. 03212A			
Member	Location	Total Dead Load Moment (Unfactored)	
		DC	DW
Beam "E"	0.12L/0.88L	291 kip-ft	0

2. Please reference the as-constructed plans for this information found on the ODOT ftp site link in Letter of Clarification #2.