

Ohio Department of Transportation

Prebid Questions

Project No. 096000

Sale Date - 3/20/2009

Question Submitted: 10/15/2008

Question Number: 1

In order to put a comprehensive bid together for this job, we feel that less than one weeks time is not enough time to come up with our best quote. Is there any way for the bid date to be extended?

Question Submitted: 10/16/2008

Question Number: 2

Design Data on sheet 10/38 states that the structural steel is ASTM A709 Grade 50W - Unit Stress 50 ksi. Is this for the temporary support material or just for the permanent material like the bent plate for the hand rail? If this is for the temporary support material, can we use any type of steel with a unit stress of 50 ksi?

ASTM A709 Grade 50 steel (non-weathering type) may be used for the temporary steel.

Question Submitted: 10/16/2008

Question Number: 3

Plan note sheet 2/38 PEREGRINE FALCON NEST falcon nesting period is between March 15 and July 15. Note state no work is to occur in spans where eggs or Chicks are present. There is an active nest in span 2. The completion date is May 31, 2009. Can this requirement be waived?

If there is a nest with eggs or chicks and it seems that the project schedule will be impacted ODNR will relocate the nest.

Question Submitted: 10/16/2008

Question Number: 4

Can the completion date be extended from 5/31/2009 to a later date due to lead time for jacking plan submittal and fabrication time for the extensive temporary jacking material?

No-The project is sold as a Type B Emergency to keep that completion date.

Question Submitted: 10/16/2008

Question Number: 5

Drawing 25/38 shows new 2 1/2" dia. anchor bolts for relocated fixed bearing. What is the diameter of the holes in the existing bearing base plate? The existing base plate holes will need to be used as a template for the drilling of the new holes for the anchor bolts. What is the minimum diameter hole required for a 2 1/2" anchor bolt to allow for grouting?

The shop drawings for the bearings state the base plate holes were drilled 2 3/4" diameter. The holes in the concrete should be a minimum of 2 3/4" diameter for the grouting, or the maximum size hole that can be cored through the base plate holes. The base plate holes may have been enlarged with the previous project.

Question Submitted: 10/16/2008

Question Number: 6

Drawing 35/38 Detail X shows welding new finger joint stiffeners to exist joint. The depth of the joint is 10" and the center to center of stiffeners is 3". The finger attached on top has a width at base of 1 3/4" leaving a clearance between fingers of 1 1/4". There is not enough clearance between stiffeners to perform the weld as shown. The underside of the joint has no access due to the existing drainage hoppers. Can the length of weld be reduced?

The finger replacement at the west end pier and the span 2 expansion joint are Detail X on sheets 34 and 36 of 38. Similar welds are required at each location. Both detail sheets 34 and 36 of 38 have notes indicating that portions of the drainage collection system beneath the deck shall be removed and reinstalled as needed for finger replacements. The length of weld cannot be reduced.

Question Submitted: 10/16/2008

Question Number: 7

Sheet number 36/38 The finger repair where fingers are removed for the 75ton jacks, are they paid for under the jacking item (ref. #14) or the finger repair by welding (ref. #12)? Also could you include a detail of how the drainage hoppers are attached?

Payment for the finger removal and replacement is detailed on sheet 36/38. The Legend indicates the removal is paid for under Ref. #5 - Item 202 - Portions of Structure Removed, As Per Plan. The Notes indicate finger replacement is paid for under Ref. #12 - Item 516 - Structural Joint or Joint Sealer, Misc.: Expansion Joint Finger Repair by Welding. The original design plans for the bridge drainage rehabilitation are posted on ODOT's ftp site: ftp://ftp.dot.state.oh.us/pub/districts/D12/Production/PID83680_CUY-90-15.24_Deck_Replacement/Historical_Plans/Central_Viaduct_Plans_Directory: CUY-090-1524 (circa 1986) PID 03572 or CUY-090-1524 (circa 1986) PID 2.218 (both directories have the same plan set).

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: 10/16/2008

Question Number: 8

1. Plan sheet 10/38 mentions that the strain gages and monitoring system will be installed by others under a separate contract. The contractors are to supply access for this work. Where will the strain gages and monitoring system be installed? 2. Can ODOT provide contact information for the company that will be doing the strain gage and monitoring system installation? 3. How long will it take the strain gage and monitoring system company to install the system? 4. Does installation of the strain gages and monitoring system require I-90 to be closed or partially closed? 5. Will the contractor have to repair anything after the strain gages and monitoring system are removed?

1. The Item 516 - Jacking and Temporary Support of the Superstructure, as per plan note on sheet 12/38, center column, top paragraph, describes the locations and more detail about the instrument installation. The strain gages are to be installed on the north and south lower chord members L27-L28 and L300-L301. 2. No. Professor Art Huckelbridge at CWRU will be performing the work and should not be contacted directly. 3. Plan on one day access for the north side and one day access for the south side of the bridge. 4. I-90 would not need to be closed unless a snoopier is provided for access that cannot operate completely within the permanently closed outside lane. 5. No.

Question Submitted: 10/16/2008

Question Number: 9

1. Note number 3 under C.Restrictions and Exceptions of the Maintenance of Traffic General Notes on plan sheet 3/38 states that a 2 day closure is required for Horizontal jacking of the bridge. Under note 22 on plan sheet 10/38 it states that "Horizontal jacking may require an estimated 3 cycles of applying incremental pressure over 3 days". Will ODOT allow the bridge to be closed for at least 3 days if necessary to complete the Horizontal jacking?

The note number 3 under C.Restrictions and Exceptions of the Maintenance of Traffic General Notes on plan sheet 3/38 limits the closure for horizontal jacking to a 2 day weekend. This cannot be extended to 3 continuous days.

Note 22 on plan sheet 10/38 states that "Horizontal jacking may require an estimated 3 cycles of applying incremental pressure over 3 days". This means that more than one weekend closure may be needed to complete the horizontal jacking.

Question Submitted: 10/16/2008

Question Number: 10

Sheets 4 and 5 of the plans show DETOUR sign OM-23 to have dimensions of 24x12 in. Is this dimension correct for all of the OM-23 signs? Does this also mean that the M-45 signs are 24x36 in.?

The sign code OM-23 is now M4-8. The 24x12 size is correct for all of the OM-23 signs. The sign code M-45 is now M2-H3. The only width available is 48 inches x the necessary height.

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