

# Ohio Department of Transportation

## Prebid Questions

Project No. 100030

Sale Date - 2/4/2010

Question Submitted: 1/11/2010

Question Number: 1

Item #9 of "PROPOSED WORK" on page 23/55 indicates "replacing approximately 20' of roadway median barrier beyond approach slabs at both ends of bridge". Where is this removal and replacement paid for.

**Addendum will be forthcoming.**

Question Submitted: 1/13/2010

Question Number: 2

1. MOT note p. 4/55 requires ph 1 to be completed in 30 days. With the amount of work required and cure times it is impossible to complete with in this time frame. Please review. 2. Can ph 2 and ph 3 occur simultaneously?

**See addendum**

Question Submitted: 1/13/2010

Question Number: 3

Ref. 12- 15" Conduit, Type B: based on maintenance of traffic plans, this pipe will need to be installed in phases 1 and 3. Furthermore, installing phase 1 will disrupt drainage flow and require temporarily plugging the line. Furthermore the crossover pipe will be installed in existing pavement that will be milled and resurfaced and no pay items for repairs are setup. Will the contractor have the option of installing the in a separate phase? Will ODOT set up repair items for the disturbed pavement or will the contractor be required to include restoration costs in the pipe item?

**An addenda is forthcoming.**

Question Submitted: 1/14/2010

Question Number: 4

There is not a bid item for 526 - Approach Slab. Is this included with another item?

**The approach slab quantity is included in item 511E51001 Class HP Concrete, Superstructure, As Per Plan (137 cu yd) for payment see note on sheet 4/33 and quantity on sheet 5/33.**

Question Submitted: 1/18/2010

Question Number: 5

Section A-A on page 40/55 indicates "2" DIA. HOLES IN BEAM WEB (TYP.)". Under what bid item is the cost for these holes to be included?

**See forthcoming addendum.**

Question Submitted: 1/18/2010

Question Number: 6

Plan sheet 2 shows adjoining existing pavement being 13" thick without specifying what type of pavement. Pavement appears to be asphalt surface. Please verify types and depths of composition of pavement.

**Record plans from CUY-2-15.99 (pid 5731 sheet 8/281) show a 9" reinforced concrete pavement with 3" of asphalt pavement overlay. The plans are available for viewing at the District 12 office.**

Question Submitted: 1/19/2010

Question Number: 7

The Maintenance of Traffic plan for Phase 1 on Sheet 7/55 shows the left lane of the NB I-90 to WB SR-2 ramp being closed. Lead-in signs and spacing per Standard Drawing MT-95.40 does not seem appropriate for this application. Please advise how the Contractor is to notify motorists of the lane reduction.

**On Sheet 7 a note states to "cover arrows on the overhead signs south of bridge on IR90, going east to SR 2 west". Secondly, the overhead sign at the gore as shown on sheet 7 calls for the "left arrow on right sign to be covered". A lane is not being closed on IR 90 eastbound the plan is only removing the decision to go west on SR 2 from the #3 lane.**

Question Submitted: 1/20/2010

Question Number: 8

Item 513 Structural Steel Fatigue Retrofit plan sheet 25/55 Note states some of the existing intermediate cross frames may interfere with the fatigue retrofit operation proposed herein. Any conflicting intermediate cross frames shall be removed and relocated at least 6' away from the edge of proposed fatiguer retrofit. Questions: Are the existing frames to be used or new angles. Also can the existing drawings be posted on line so we can determine how many frames are effected?

**A 1 - Only the existing cross frames that will hinder the fatigue retrofit operation need to be relocated. Potential existing cross frames that may have conflict with the retrofit operation are those on the right side of center line pier #2 and pier #3 shown on Sheet 48/55, which was prepared according to the existing plans. The contractor has to verify the actual locations in the field as noted in the EXISTING STRUCTURE VERIFICATION note in Sheet 25/55. For the existing cross frames that need to be relocated, the existing cross frame angles can be reused and be relocated 6" (six inches) away from the edge of the retrofit steel plate as indicated in the note. It should be noted that it is possible that the existing intermediate cross frames may be right under the fatigue retrofit area, but may not hinder the retrofitting operation. Under this situation, those existing intermediate cross frames need not be removed. A 2 - The existing plans are available at <ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/CUY-82167/>**

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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## Prebid Questions

Question Submitted: 1/21/2010

Question Number: 9

Approach slab note on page 4 of 33 needs clarification. It states that the Department will pay for Approach Slabs by the SY which is contrary to the bid item, which states payment is by the CY. Additionally the note states that the Department will pay a bonus as per 898.17, which is a QCQA specification. This contradicts notes that require the concrete to be HP mix 4, APP. Please clarify.

**See forthcoming addenda**

Question Submitted: 1/21/2010

Question Number: 10

1) THERE ARE SIGNS MOUNTED ON THE NORTH PARAPET WALL PROVIDING DIRECTION TO I.R. 90 SOUTHBOUND TRAFFIC. PLEASE PROVIDE CLARIFICATION ON HOW THESE SIGNS WILL BE HANDLED DURING CONSTRUCTION. 2) THE ABUTMENTS ARE BEING CONVERTED TO SEMI-INTEGRAL, THE COMPOSITION OF THE APPROACHING PAVEMENT IS 9" CONCRETE BASE. ISN'T A TYPE "A" PRESSURE RELIEF JOINT REQUIRED IN THIS SITUATION? 3) WITH THE AMOUNT OF SEQUENTIAL CONSTRUCTION ACTIVITIES AND THE CURE TIME REQUIRED FOR MANY OF THE ACTIVITIES, THE 30 DAY DURATION FOR PHASE 1 IS NOT ACHIEVABLE. PLEASE INCREASE THE PHASE 1 DURATION.

**See forthcoming addendum.**

Question Submitted: 1/22/2010

Question Number: 11

With all of the field touch up painting required for this job, and possible surface preparation and prime painting of the existing structural steel in the faying surface areas at retrofit plate locations; there is a lot of possible lead exposure if the existing paint system has lead based paint. I did not see anywhere in the plans any mention of what the existing paint system consists of, or what paint system is to be used in the touch up areas. Please clarify.

**See forthcoming addendum.**

Question Submitted: 1/22/2010

Question Number: 12

On Contract Drawing #50/55 under note 1 on that page. It states that the surface preparation and prime painting for the bearings should be done in the shop, and the other coats of paint are to be included, "in the price bid for painting main structural steel." There is no bid item for painting the structural steel. Please clarify.

**See forthcoming addendum.**

Question Submitted: 1/22/2010

Question Number: 13

For the retrofit plates detailed on Contract Drawing #49/55, there is no description on what is needed to be done to the faying surfaces of the existing structural steel before installing the new retrofit plates. From visiting the site, it looks as if there will be rust on the top flanges when the deck is pulled. Are there to be any requirements for the surface prep and priming of the existing structural steel in the faying surface areas, and if so can we power tool clean these areas or will we be required to sand blast?

**See forthcoming addendum.**

Question Submitted: 1/22/2010

Question Number: 14

The existing structure is false decked. Field verification for cross frame interference is not achievable.

**Record plans are available online.**

Question Submitted: 1/25/2010

Question Number: 15

Reviewing the plans it appears there are numerous conflicts regarding the painting of structural steel. 1. Page 49/55 note 6 states "all existing steel that is to remain shall be painted as per the CMS after retrofits are complete." Is it the intent of the department to have the entire bridge painted and if so what item is it to be included with? 2. Page 50/55 note 1 states "field coats shall be included in the price bid for painting main structural steel." The proposal does not include a painting item. Where should these costs be included?

**A 1: No the entire bridge is not to be painted only the areas of the retrofits. See the forthcoming addendum. A 2: See the forthcoming addendum.**

Question Submitted: 1/26/2010

Question Number: 16

Page 40/55 shows 1" dia. vent holes on the bottom flange of the existing structural steel at the abutments. What item is this to be included with?

**See forthcoming addendum.**

Question Submitted: 1/28/2010

Question Number: 17

What is to become of the existing underdeck falsework? Is it to remain in place after construction is complete, or is this contract to completely remove it? If to be removed, where is this item to be paid?

**See sheet 25/55 note #6 under Item 202 Portions of Structure Removed, Over 20 Foot Span, As Per plan**

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Question Submitted: 1/4/2010

Question Number: 18

Please refer to my question dated 12/28/2009. I am not sure how to access the top flange. The deck is not removed. Thanks for your help.

**An addendum will be forthcoming**

Question Submitted: 12/28/2009

Question Number: 19

Plan sheet 28/55 shows the phase 1 cut over B3. How is the entire top flange going to be made available for doing the fatigue retrofit ? (TYP)

**Each 11"x7/16"x1'-10" top flange retrofit plate along beam lines B3 and B9 shall be replaced with two 5"x1/2"x1'-10" plates. The bolt holes shall be 1 1/16" diameter. The centerline of the bolts shall be 2 1/2" from the edges of the plate that are parallel to the centerline of the beam and 2" from the ends of the plate as shown on section B-B detail on sheet 49**

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