

Ohio Department of Transportation

Prebid Questions

Project No. 080444

Sale Date - 7/9/2008

Question Submitted: 6/10/2008

Question Number: 1

On plan sheet 32 of 35, Proposed Work note #1 states - Remove existing 2" overlay and 1/4" of CIP deck in phases by milling. Hydrodemolition removal is prohibited. Would the department consider allowing the use of total surface hydrodemolition in place of jackhammering to prepare the bridge deck for the new concrete overlays - this would be similar to previous weekend overlay projects? Based on our experience, we are certain that no damage would occur to the existing bridge components and quality results would be achieved. A highly bondable surface would also be provided for the new concrete overlay. Our experience also shows that jackhammering would cause more damage to existing bridge deck facilities than hydrodemolition. There is 33 cy of jackhammering currently estimated for this project. Finally, because this is weekend work, hydrodemolition is a must faster process than jackhammering. This is very important to get the job open by Monday morning and avoid large liquidated damages.

This bridge has a sacrificial overlay on it to protect the deck arch superstructure beneath it. The plan is to mill off the existing overlay, full depth. The jack hammering is only for isolated spots that are noticed in the field and are only as directed by the engineer. D6 is a big proponent of hydrodemolition, however we feel this is the fastest and best method to remove the overlay, in this instance.

Question Submitted: 6/9/2008

Question Number: 2

Please make drawings of the existing superstructure of FRA-40-1227 available.

<http://www2.dot.state.oh.us/contract/ftp/Attach/FRA-82374/>

Question Submitted: 7/7/2008

Question Number: 3

Plan Sheet 4/35 Maintenance of Traffic—Sequence of Operations note describes all work being performed over two weekend periods of 68 consecutive hours each. With the required operations including the unknown number of soundings and actual time required for variable removals in addition to the 24 hour minimum wet cure/beam break period, the two weekend periods do not appear to be reasonable timeframes to safely complete the work. Will the Department allow the work to be performed over more than two weekends? Will transverse joints be allowed in the overlayed deck sections? Plan Sheet 33/35 Emergency Asphalt Paving note says the State will pay for all costs if the Contractor was not responsible for the delay. In addition to the direct install and removal of asphalt the deck will require rescarification and chipping of asphalt in variable areas. This will require substantial time and costs to be incurred including traffic, etc. What criteria will be used to determine whether or not the contractor will be held responsible for a delay?

a) No, the Department wants the work to be completed within the two weekend maintenance of traffic scheme as currently shown in the plans. b) No, transverse joints will not be allowed. The contractor is directed to CMS 108.06 for delay criteria.

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.