

Ohio Department of Transportation

Prebid Questions

Project No. 090477

Sale Date - 11/4/2009

Question Submitted: 10/13/2009

Question Number: 1

On page 41/71, Special-Structure Misc., Concrete Spall Removal, is this work to be done on the bottom or underside of the deck or the roadway surface. Please clarify "deck floor".

The "Deck Floor" is the bottom (underside) of the Deck.

Question Submitted: 10/13/2009

Question Number: 2

proposal states asphalt under section 0003 pavement is to be 64-22 448 type 1 and type 2 heavy duty. plan detail shows 448 type 1 70-22 and 448 type 2 64-28 heavy. which is it.

Question Submitted: 10/14/2009

Question Number: 3

Given the condition of the existing paint on the structure (which it is literally flaking off in sheets) what will ODOT expect from the bridge contractor when we pressure wash off the slurry from sawcutting and seepage from the deck placement? If it is pressure washed or scraped quite possibly 50 percent of the paint will fall off. Please either add paint quantity or adjust quantity for new steel. Otherwise, a statement needs to be added that the bridge contractor will not be responsible for any more damage to the existing paint system as it exists.

The Contractor is responsible to have a clean Project as per CMS 104.04. The Contractor is responsible to repair damage. The Contractor is advised that they need to perform the cleanup work in a manner that does not damage the existing beams.

Question Submitted: 10/14/2009

Question Number: 4

The plan note on page 46/71 for ITEM 514 - FIELD PAINTING OF EXISTING STRUCTURAL STEEL indicates "the areas of existing beams to be painted shall be determined by the engineer". It appears this structure has not been painted since it was built in 1970. The entire structure desperately needs to be painted. With all the environmental work (ref 104) being done, it seems like it would be prudent to get the entire structure painted. Please consider eliminating the plan note and increase the painting quantities to paint the entire structure. This modification would require an adjust the completion date to allow time for this work.

Question Submitted: 10/14/2009

Question Number: 5

On page 13/71, the note in the middle of the page states that the shift taper MOT items from 521+59.23 to 529+40 (based on standards from 65 MPH) will be paved in 614 maintaining traffic. Please remove this note and revise pay quantities for temporary pavement, Edge Lines and Channelizing lines. This note is contrary to the 614 specifications and basis of payment for these items which have already been included in the proposal. Furthermore, this unusual note is hidden, obscure and expensive when you add up the removal of existing pavement and replacement. With that being said, we would appreciate the appropriate quantities being revised to reflect the work that is required for the maintenance of traffic.

Question Submitted: 10/15/2009

Question Number: 6

With this project bidding in late October it is unlikely the temporary pavement can be installed yet this construction season. With the requirement that the temporary pavement No. 1 be a "flexible composition" this work cannot be performed until the asphalt plants open in late April or early May. This late start coupled with OTC restrictions is going to make it impossible to complete the bridge construction, not to mention the "as directed by the engineer" painting operations, by 9/30/10. Please consider extending the completion date to permit the structure painting to be done in the 2011 construction season.

The District has reviewed the completion date. The District's opinion is that the work can be completed in the time frame provided. The Completion Date will remain as it is in the Contract Documents.

Question Submitted: 10/19/2009

Question Number: 7

Plan page 30/71 indicates channelizing line and chevrons in advance of the work zone impact attenuator. Please add this channelizing line to reference 48 and add a bid item for the chevrons.

Answered in addendum #3.

Question Submitted: 10/19/2009

Question Number: 8

Ref. 40 - The WORK ZONE CROSSOVER LIGHTING SYSTEM is not detailed in the plans. We question the quantity of one (1) each. Since crossovers are normally in pairs, is only one crossover to be lit or is the quantity wrong? Since there is existing lighting in the area, are you only lighting the area that is not being lit now? This is similar to the question asked, and replied to, on State of Ohio Projects 254(05) and 452(05).

The southern crossover is within the limits for the existing tower lighting, so only the northern crossover is to be lit.

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.

Ohio Department of Transportation Prebid Questions

Question Submitted: 10/19/2009

Question Number: 9

proposal page 64 shows item 27 as 448 type 2 64-22 heavy duty and item 28 448 surface 64-22 heavy. plans show 448 type 2 64-28 heavy and 448 type 1 70-22 heavy. what is the correct material for asphalt on this project.

Addendum No. 1 addresses this.

Question Submitted: 10/27/2009

Question Number: 10

May paint with removal by water blasting be used in place of tape for temporary pavement markings in areas that are not to be resurfaced?

Yes. The WZ striping pay items do not specify 740.06.

Question Submitted: 9/30/2009

Question Number: 11

Please post the existing structure drawings.

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/MAH-83362/>

Question Submitted: 9/30/2009

Question Number: 12

It appears that the existing pavement markings will have to be removed in order to install the Maintenance of Traffic plan. Since the pavement will not be replaced, the lines will be removed by sandblasting or waterblasting. These methods are costlier than the grinding method and should not be considered incidental to establishing the work zone. Could a bid item, i.e. Removal of Pavement Markings, be included to establish a quantity of line removal?

The requirements for the removal and replacement of existing pavement markings are stated on the standard drawings. It is incidental to setting up the work zone.

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