

Ohio Department of Transportation

Prebid Questions

Project No. 090140

Sale Date - 3/4/2009

Question Submitted: 1/16/2009

Question Number: 1

On sheet 19/45 it shows traffic being shifted on I-70 WB. It calls out temporary markings however there is no quantities setup. Should these be bid in the 614 Lump Sum Maintaining Traffic? Are the existing markings to be removed? Are the temporary markings paint or tape?

Question Submitted: 1/16/2009

Question Number: 2

The general notes, plan sheet 6/45, refers to refurbishing bearings and resetting bearings as per plan. Plan sheet 16/45 refers to refurbishing as replacing end cover plates, and there is no information describing resetting the bearings. Will the bearings need to be removed, dis-assembled, cleaned, painted and replaced? We assume re-setting means moving the bearing plate or the top saddle so the rocker is vertical @ 60 degrees. Is our assumption correct?

Question Submitted: 1/16/2009

Question Number: 3

The bridges with only crack repair items include painting. The painting notes refer to 514.13D. This specification includes enclosures, etc., as required for painting an entire bridge. Would ODOT use discretion and allow containment with vacuum equipped power hand tools?

Question Submitted: 1/16/2009

Question Number: 4

Ref. 4 is for Guardrail Removed for Reuse. There should also be bid items for Guardrail Rebuilt, and for Bridge Terminal Assembly Rebuilt.

Question Submitted: 1/16/2009

Question Number: 5

Under the bid items for Patching Concrete Structures with Trowelable Mortar only 30% of the existing areas are located in the plans. The areas that require height adjustments of the existing abutment beamseats appear to be at locations where there is going to be bearing work performed that requires Jacking & temporary support of Structures. What are we to assume for the remaining 70% of the as directed quantity of these bid items? 1. Will Jacking and temporary Support be required? 2. What locations should we assume these repairs are at, abutments or piers? 3. What % should we assume will be at the abutments and what % should we assume will be at the piers. There is a significant difference in cost if we have to Jack and temporarily support the beams at abutments vs piers. There can also be a significant difference in Maintenance of Traffic cost if we have to Jack and temporarily support at piers. Please advise in an addendum.

Question Submitted: 1/16/2009

Question Number: 6

Can the existing bridge plans be made available on an FTP site?

Question Submitted: 1/16/2009

Question Number: 7

1. It appears that Bid item 444 and 445 will not be needed since the abutments are semi-integral on the Lane Avenue bridges. Please delete these items from the proposal.

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.