

Ohio Department of Transportation Prebid Questions

Project No. 100010

Sale Date - 1/14/2010

Question Submitted: 1/4/2010

Question Number: 1

1. In addendum #1 the deck concrete for ref 76 was revised to 1700 cy, shouldn't this quantity have been divided between ref. 76 and 98 ?

The amount for each of references 76 and 98 are revised to 850 C.Y. with the total then being 1700 C.Y.

Question Submitted: 1/4/2010

Question Number: 2

The 90 day consecutive calendar day closure is very aggressive on this project considering the work that has to be completed. The bridge is large, traffic is maintained under the bridge, and there are two structures to complete. Is there any chance of extending the closure period?

The closure duration has been revised to 120 day consecutive calendar days to start no earlier than March 15, 2010 and be opened to traffic July 15, 2010 allowing for lost weather days during the months of March and April in accordance with C&MS 108.06c.

Question Submitted: 1/4/2010

Question Number: 3

Addendum #1 changed the quantities for the QC/QA Concrete, Class QSC2, Superstructure (Deck), as per plan. The revision I expected was to change Bid Item #76 & #98 to 850 CY each. Instead Item #76 jumped to 1700 CY and #98 remained 814 CY. Also, will the new revised plan sheets shown in Addendum #1 be available on line?

The amount for each of references 76 and 98 are revised to 850 C.Y. Addendum to follow.

Question Submitted: 1/5/2010

Question Number: 4

Should there be a bid item for Jacking & Temp Support associated with the Reset Bearing bid item?

An addendum is being processed to include change associated with the response to pre-bid question. Answer: The payment for the resetting of each bearing is included in the jacking for each bearing.

Question Submitted: 1/7/2010

Question Number: 5

1.) On page 22 of 44, Item 898-QC/QA TY 2 Concrete the contractor is to take precautions against any damage to the existing paint. How can the contractor be responsible for this damage when the deck slabs are removed from the existing steel beams. There is no way a contractor can know if the paint has lapped from the steel flanges to the concrete haunches. There is no way the contractor can be held responsible for every thing (condition of existing paint). What would be fair to both parties is that the department would setup a touch up item for this work. This has been done on prior jobs.

It is advisable the contractor and ODOT project personnel document the existing condition and contractor take reasonable care so they are not held responsible for something they did not do.

Question Submitted: 1/8/2010

Question Number: 6

Could you please post the addendums in PDF form for us to print out? The only place I can find that Addendums exist for this project is by the 2 revised EBS files in the "Bidding Document Listing" page.

Question Submitted: 12/15/2009

Question Number: 7

2. Could the existing structure plans be made available on the website?

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/AUG-81452/>

Question Submitted: 12/17/2009

Question Number: 8

1. Will Stay-in-Place forms be allowed to form the bottom of the bridge decks?

Stay-in-Place forms will not be allowed to form the bottom of the bridge decks.

Question Submitted: 12/22/2009

Question Number: 9

1. Ref 76 & 98 QC/QA conc. Superstructure (Deck) APP quantity does not work out for the deck alone, bid qty. seems high? 2. Ref. 78 & 100 QC/QA conc. Superstructure (parapet) quantity does not work out either. It looks like the parapet quantity that is being bid is for the top of the abutment walls?

The deck parapet concrete was included in the QC/QA CONCRETE CLASS QSC2, SUPERSTRUCTURE (DECK), APP for payment. Concrete quantities for QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (PARAPET) only includes the parapet concrete quantities on the approach slab. Addenda is in process to provide revised estimated quantity to separate out the deck parapet and more accurately account for the 3.75" haunch thickness.

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: 12/22/2009

Question Number: 10

Can the existing abutment resteel be sawed off, and then doweled back into the existing concrete? Or do we have to remove the abutment concrete by hand in order to save the existing resteel?

The intent of the plans was to save construction cost by reusing existing abutment steel bars however it is permissible for the contractor to saw off abutment backwalls and dowel back the same number and size (# 6 bar in this case) of epoxy coated reinforcing bars as shown on the plans at the location for the existing bars (front face and back face). The minimum dowel depth shall be 1'-0" and the rebars shall extend at least 3'-0" above the construction joint.

Question Submitted: 12/22/2009

Question Number: 11

The maintaining traffic notes state the specific dates and length of time the roadway can be closed along with stating which structure must be constructed first. From this information I assume we have 90 days to complete the project and only one structure can be closed at a time starting with Aug-33-0268R. The two pieces of information that don't add up is we are given a completion date of 5/31/2011, and a quantity of 250 CY of asphalt for maintaining traffic. Why are we given this information if the job is only to be closed for 90 days? I feel there are two options to look at. Either close both structures down at the same time and give us 120 days, or make provisions to do a temporary run-a-round and hold the 90 days and the completion of 2011. Please advise.

Both structures are to be completed at the same time during the 90 day closure period with no preference of order. The completion date is revised to 8/31/10 per addenda in process. The quantity of 250 CY asphalt for maintaining traffic is removed as the traffic is being detoured.

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