

Ohio Department of Transportation - Prebid Questions

Project No. 140502

Sale Date - 10/16/2014

COL-94166 - SR 14-1.97

Question Submitted: 10/14/2014 2:50:48 PM

A conflict does exist in your note and replies to prebid questions in regards to repair painting. Without a repair bid item, disputes will arise in the field on what was previously damaged or what may have been damaged during the reconstruction. In addition, one of your earlier replies state that no cleaning and paint repairs are needed. To avoid any conflict, please add a bid item for repair painting so that ODOT has the same expectations with all bidders. Typically all of your projects like this include them. It seems like ODOT is trying to get work done for free.

Great detail has been taken to locate cracks in all of the substructure concrete. Is it ODOT's intent to make the contractor fix any other crack that may develop during construction? How current is the crack survey? What is the purpose of the detailed crack survey?

Your scheduled closure is not going to happen unless great expense is added for overtime and liquidated damages. Is that really ODOT's intent? Follow? Please add another 45-60 days

Question Submitted: 10/14/2014 11:32:05 AM

1. Please verify the quantity for the strip seal expansion joints. It appears the quantity should be 96.4375'
 2. Please verify the quantity and number of compression seal joints.
- It appears there are 5 . Is this correct ?

Question Submitted: 10/14/2014 8:43:51 AM

Ref 43 rebar weights are not adding up correctly. The weight per bar mark is correct, but the Total weights given for the superstructure main span deck, substructure main span abutment & the retaining wall are all off by a total of an additional 3012 lbs. Please verify.

Question Submitted: 10/13/2014 5:58:28 PM

1 - Pl.Sht. 5/76 Work Zone Markings and Signs - Detour Route note states that conflicting pavement marking removals are incidental to the as directed quantities. Since the work is entirely 'as directed by the Engineer', the Contractor has no idea how much removal will be required. Consequently, will Odot add a bid item/quantity for conflicting pavement markings removal? - Can the Contractor assume to have complete unrestricted access, for the entire project, to all areas under the bridge structure and within the right of way(exclusive of RR ROW)? - At the Contractor's option, will SIP forms be permitted for spans 1,2,3,5,6 also?

Q1: No bid items will be added.

Q2: Yes, The Contractor will have access to all areas within ODOT RW.

Q3: NO. SIP are only to be used in the span designated in the plans.

Question Submitted: 10/13/2014 11:37:42 AM

The response to the question submitted on 10/3/2014 1:32:50 PM "Cleaning of the beams and repair painting will not be required. No additional pay items will be added." is conflicting with the "Protection of Existing Structural Steel Paint Coating" note on page 23/76 on the plans. Please revise.

There is no conflict. No painting will be required on existing damaged steel. Any steel that is damaged by the contractor during the removal shall be repaired at the Contractors expense. No additional pay item is needed.

Question Submitted: 10/13/2014 9:09:58 AM

Regarding Ref 6 – Partial Depth Pavement Repair, there is not a plan note listed to describe the item. What type of asphalt materials are to be placed in the repairs? What are the depths of the repairs and is there a minimum width? Do these areas need to be sealed or will they be overlaid?

The item is described in 251 of the CM&S. As described in the CM&S Item 448 is to be placed as the repair material per Item 251. This item is to be used to repair damage along the detour route during the detour time period. Depths and sizes of the repair areas cannot be determined until the repair areas are known.

These areas will not be overlaid.

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Question Submitted: 10/9/2014 2:29:04 PM

What happens to the existing steel at the places where the existing scupper systems is removed and reattached? How is the paint repairs to be handled or should we ignore them? Has ODOT determined from the railroad which days have less traffic than others? Has ODOT determined what window of opportunity is available to work over the railroad span as it related to the 85 train per day traffic?

Paint repairs will not be required except as per the Item 202 Portion of Structures Removed note in the plan.

ODOT has no additional information regarding the train traffic.

Question Submitted: 10/9/2014 1:05:30 PM

On page 24/76 the Field Paint note states that the proposed end cross frames are to be field painted. Where is this field painting paid?

This work should be included in reference 56, Item 514 Field Painting Of Structural Steel Crossframes.

Question Submitted: 10/9/2014 12:44:26 PM

Are there existing drawings for the existing structure available online?

All available existing plans are on the ODOT FTP Site

Question Submitted: 10/9/2014 11:42:27 AM

Does the drainage system get removed from the piers? If so, how is it to be paid for?

Please refer to the Item 202, Portions of Structure Removed, Over 20 Foot Span, As Per Plan note on sheet 23/76.

Question Submitted: 10/9/2014 10:47:40 AM

Please provide clarification on the support of substructure note that is shown page 23/76. Is this note referring to the abutment wall with the door openings or the approach span abutments. Is there any concern for the retaining walls needing support during the demolition of the slab decks? Please confirm. Please respond to the repeated requests for the additional closure duration with additional time. The 140 day duration is unrealistic.

It is the responsibility of the Contractor to determine the amount of support required based on their method of operation for the removal and replacment of the deck.

The 140 day closure will not be extended.

Question Submitted: 10/7/2014 3:07:52 PM

With the detour date being changed to June 22, 2015 the 140 day closure will extend past the project completion date of October 31, 2015. The duration of the closure along with mandatory weather days, holidays and noise restrictions makes this a difficult schedule. Please reconsider the start date and duration.

The closure time will remain at 140 days but an interim completion date of 11/30/15 will be added and the completion date will be changed to 6/15/16 to allow for 140 day closure starting on 6/22/15. An addendum will be issued with these changes.

Question Submitted: 10/7/2014 12:42:18 PM

Please reconsider adding another 30 days to the closure date or make your construction sequence available for us to review. We cannot find any way to get done in 140 days with the noise restrictions.

The closure time will remain at 140 days but an interim completion date of 11/30/15 will be added and the completion date will be changed to 6/15/16 to allow for 140 day closure starting on 6/22/15. An addendum will be issued with these changes.

Question Submitted: 10/7/2014 11:12:07 AM

The overhead electrical service that crosses the structure at the forward abutment does not provide enough clearance for construction activities. Please have this electrical service relocated.

Per the utility note all utilities are to remain in place and in service during construction.

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Question Submitted: 10/7/2014 11:04:14 AM

With the construction noise restriction note on page 3, the option to 2 shift the project is eliminated. It is not possible to complete the project in 140 days without working multiple shifts. A substantial amount of L.D. will need to be added to the bid. Please reconsider extending the closure period to 180 days.

The closure time will remain at 140 days but an interim completion date of 11/30/15 will be added and the completion date will be changed to 6/15/16 to allow for 140 day closure starting on 6/22/15. An addendum will be issued with these changes.

Question Submitted: 10/6/2014 1:49:41 PM

CAN THE DISTRICT VERIFY THE QUANTITY FOR REF.44. I HAVE COUNTED OVER 6700 DOWELS. OVER 4000 IN THE RAILING. IS THE INTENT TO PAY FOR EVERY DOWEL, EVEN IF THEY ARE IN THE RAILING? PLEASE CLARIFY

The correct number of dowel holes should be 5016. The total shown in the plans of 4724 is incorrect. The design intent was to pay for all dowel holes.

An addendum will be issued to correct the number.

Question Submitted: 10/6/2014 7:48:51 AM

UNDER WHAT REF. IS THE SUPPORT OF SUBSTRUCTURE ON PAGE 4 OF 57 TO BE PAID?

The payment is to be included in the Lump Sum bid for Item 202. Portions of Structured Removed, Over 20 Foot, As Per Plan.

Question Submitted: 10/3/2014 1:32:50 PM

The existing structural steel was painted in 2006 and will need cleaned after the redecking process. The steel paint system will also need touched up after the superstructure replacement. Typically, bid items are in the proposal to address this work to clean and repair the steel in these type of projects. Please add 530E00200, Special-Structure, Misc.: Structure Cleaning 1 Lump Sum and 514E27700 Field Painting, Misc.: Repair Painting with a given square foot quantity of at least 1000 SF or what the Department feels will be necessary after the deck is removed and replaced.

Cleaning of the beams and repair painting will not be required. No additional pay items will be added.

Question Submitted: 9/30/2014 4:29:40 PM

Please consider allowing another 30 days to the 140 day closure of SR-14. Given the scope, noise restrictions, limited access and cure dates it will virtually impossible to complete without figuring in liquidated damages unless extra time is granted.

The closure time will not be extended.

Question Submitted: 9/25/2014 2:26:24 PM

CAN THE DISTRICT VERIFY THE 601 CY QUANTITY FOR REF. 47. I CALCULATE OVER 700 CY

The quantity for 511E33394 (ref. 47) should be revised from 601 CY to 745 CY

The quantity for 511E45711 (ref. 48) should be revised from 70 CY to 85 CY

An addendum will be issued with the above corrections.

Question Submitted: 9/22/2014 2:58:03 PM

Are the approach structures currently being used for storage? If so, will the contents be removed prior to the contractor beginning work? Will the contractors be allowed to make a pre-bid inspection of the inside of the approach structures?

The approach structures are currently being used for storage. The City of Salem will have them emptied prior to the start of construction. Please contact the City of Salem's Service Director to make arrangements for inspection access.

Question Submitted: 9/18/2014 8:25:49 AM

Plan page 5/76, under Designated Local Detour Route, an estimated quantity of 150 CY of 70-22 is listed to maintain/restore the local detour route. Would the Department consider changing this item to 64-22 to match the existing conditions of the City streets rather than using the 70-22 buildup used at the bridge?

The item will not be changed. 70-22 will be required.