

Ohio Department of Transportation

Prebid Questions

Project No. 050562

Sale Date - 11/16/2005

Question Submitted: 10/20/2005

Question Number: 1

Ref. 122 Item 513 Structural Steel Members, Level 3 229,200# Since there is so much concern over painting steel bridges and since this bridge is over a railroad, can the grade of steel for this item be changed to Astm A588 weathering steel? This would eliminate the paint notes and refs. 124 & 125 intermediate and finish coats of paint. Another alternative would be to just paint 10 feet at the abutments ends.

Plan sheet 36/73 under Design Data specifies ASTM A588/A709 Grade 50W. This is weathering steel. Plan sheet 38/73 note, Partial Painting of A588/A709 Grade 50W, directs the portion of the weathering steel to be painted.

Question Submitted: 11/14/2005

Question Number: 2

The existing horizontal clearance "G" between GCRTA westbound and pier 1 indicated on page 35/73 is 7.01'. Page 36/73 indicates the minimum construction clearance at 7'-5". Proposal page 56 indicates minimum clearance of 7.5'. The existing pier that is to be removed and rebuilt is closer to GCRTA than the allowable temporary construction limit. Room is needed for formwork and the temporary GCRTA protective structure. Please provide clarification.

The existing and proposed lateral clearances indicated on page 35/73 between GCRTA westbound and pier 1 IS 7.01'; however, the minimum construction clearance of 7'-5" on page 36/73 applies only to Norfolk Southern, as designated by the title of the plan note ("Cooperation with Railroads - Norfolk and Southern Railway Company"). Though the minimum clearance of 7.5' called for on page 56 of the Proposal does pertain to GCRTA, the special clauses in the Proposal permit deviation from this requirement if approved by GCRTA in advance. These plans have been reviewed and approved by GCRTA as shown with the 7.01' clearance. Additionally, the GCRTA standards contain provisions for a one-track work zone when necessary. During construction, the contractor is to cooperate with GCRTA in the implementation of these provisions.

Question Submitted: 11/9/2005

Question Number: 3

Could you please supply the contractor with the top of rail elevations for the RTA tracks and Norfolk/Southern for the above referenced project.

Construction should be based on the vertical clearance shown in the plans. No rail elevations will be provided.

Question Submitted: 11/9/2005

Question Number: 4

1) Since addendum No. 1 deleted any reference to A-709 steel, does ODOT still intend to paint all steel within 10 ft. of both abutments? If so, do abutment load plates require painting?

2) Sheet 23 - Utility support D3 shows angle bolted web as the connection detail (no size given). Detail 4 shows a welded plate (no size given) for intermediate stiffener (only required @ D3 utility support) Which connection is correct, and what size is required?

3) Sheet 36/73 notes under section for utility lines indicate that all the existing utility lines carried on this structure have been abandoned. There is a reference item 140 Structure, Misc protection of utilities. Could you please clarify if there are any utilities to be protected.

4) Also, there are 2 each RTA lines running through the project. Typically, on these projects there is an item set-up for protecting the RTA lines. There is no line item setup for this project unless it's to be included with Ref. 140 as mentioned above.

5) Sheet 59/73 shows a 'parapet' on the outsides of the bridge width. There is also a 'barrier' at the inside of the sidewalk protecting the sidewalk. Do both of these 'barriers' get paid under Ref. 116 Bridge deck parapet?

A1) Yes. And yes. A2) Addendum #1 revised Sheet 22/34 (referred to as "Sheet 23" in the prebid question) to consistently show the stiffener-web connection as welded in both D3 and Detail 4. Detail 1 also indicates the plate size as 3/8" thick. A3) The "Structure, Misc.: Protection of Utilities" instructs the contractor to protect any existing utilities encountered on the structure. There are overhead lines on the bridge as depicted in the plans. The replacement of the CPP ducts is also detailed in the plans. A4) The protection of the RTA lines is addressed in Section 01501, Part 3.1 of the GCRTA Standard Specifications included in the Proposal. There is no line item for the work. A5) Yes.

Question Submitted: 11/9/2005

Question Number: 5

THE PROJECT COMPLETION DATE STATED IN THE PROPOSAL IS 9/30/06. WITH A MID NOVEMBER BID AND A 50 DAY DEMOLITION PLAN REVIEW PERIOD FOR THE RAILROADS, THIS PROJECT WILL HAVE TO BE DONE IN AT BEST, AN 8 MONTH PERIOD. WITH THE LIMITED TIME FRAME GCRTA ALLOWS (1:30AM TO 3:15AM DAILY) OVER THEIR TRACKS, I DON'T THINK IT IS POSSIBLE TO COMPLETE THIS PROJECT IN 8 MONTHS. PLEASE REVIEW AND CLARIFY.

The Dept is aware of the tight completion schedule, but we believe that the work can be completed and meet the schedule.

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: 11/9/2005

Question Number: 6

The Phase II item 2 plan note on page 8/73 states: "Quincy Avenue shall be closed to traffic, between the hours of 7 P.M. on Monday at 6:00 A.M. for the installation of item 305..." Please provide clarification of what period of time Quincy can be closed.

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