

# Ohio Department of Transportation

## Prebid Questions

Project No. 090462

Sale Date - 9/30/2009

Question Submitted: 9/10/2009

Question Number: 1

1. The proposal utility note for the ATT duct and lines conflicts with the plan notes. The plans show the contractor removing the sidewalk concrete and the asbestos duct (vs ATT) and doing this work in phase 2 (vs phase 1). It appears that ATT will relocate the lines into the new contractor installed ducts on the steel. How long will this take and when will this be done?

Question Submitted: 9/10/2009

Question Number: 2

Please add the appropriate bid items of temporary striping in order to restore the lanes back to their original configuration over the winter months.

Question Submitted: 9/14/2009

Question Number: 3

1. The Traffic Signal/Installation note on sheet 8 states that no adjustment to signal timing is part of this project, unless the Maple Heights City Engineer or Police Chief (in his opinion) determines that it is required. Furthermore this note states that the costs resulting from this work are to be included in the Lump Sum MOT bid item. Since there is no way to quantify the work to be performed, or if in fact it even will be performed, we request that this note be removed and any signal adjustments be paid as a change order if someone's opinion warrants them. 2. Since all existing lanes of traffic are to be open over the winter, it appears as though the Portable Barrier quantities are too low. 3. Should the barrier have anchors over the winter months?

Question Submitted: 9/14/2009

Question Number: 4

Please make the existing bridge plans available on-line.

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/CUY-21784/>

Question Submitted: 9/14/2009

Question Number: 5

Sheet 64 states that the Department will not pay any extra cost for additional concrete due to the use of SIP forms, presumably meaning to fill the flutes. The note further states to fill the entire form with expanded polystyrene. Is it a requirement on this project to fill the flutes with Styrofoam?

**Expanded polystyrene is required in the SIP form as shown in the plans due to loading requirements. Additional concrete may be necessary for other reasons due to the use of the SIP form. For this concrete, no extra payment will be given.**

Question Submitted: 9/14/2009

Question Number: 6

Should the quantity of Portable Concrete Barrier, 32" (500 FT) be Bridge Mounted on sheet 10?

Question Submitted: 9/16/2009

Question Number: 7

Are the bearings for Girders G4 and G5 being removed and having their seat elevations adjusted only at Pier 2, or is this required at each Pier? The note on Sht 6/46 mentions it is only to be done on Pier 2, but the note on 21/46 does not mention only pier 2.

Question Submitted: 9/16/2009

Question Number: 8

Shall the keeper plates that are being removed from the Pier bearings on Girders G1, G2, G7, and G8 be replaced or reattached? Are the only welds being removed, the welds that attach the keeper plates to the upper bearing plate?

Question Submitted: 9/17/2009

Question Number: 9

Could a winter MOT schematic be provided. It appears there will be a double line of temporary barrier on the bridge. What are the limits for this PCB and how will tapers need to be adjusted? Will impact attenuators be required? If so where will payment be made?

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: 9/18/2009

Question Number: 10

I would like some clarification regarding the AT&T duct in the existing bridge sidewalk. Is the intent for AT&T to relocate the lines running inside the asbestos conduit ducts into the new conduits being installed under the deck on new conduit supports? Or, is AT&T going to abandon the fiber optics and copper running in the sidewalk and install new fiber optics and copper in the new conduits? Regarding the existing bridge sidewalk, it looks to me like the existing AT&T conduits may be placed in sand or something and a standard 4" street sidewalk is poured on top of the sand which in effect would mean it's hollow under the sidewalk. It's hard to tell from the existing bridge drawings, but I would like to confirm that the conduits are not placed in a solid concrete sidewalk.

Question Submitted: 9/21/2009

Question Number: 11

The Utility Note in the Proposal states that ATT will be exposing and removing the existing conduits in the bridge sidewalk. It further states that ATT will complete removal of the sidewalk and the asbestos abatement in Phase 1 to prevent delays in Phase 2. The plan notes have the highway contractor performing the sidewalk removal and abatement during Phase 2 of the project, which is in conflict to the Utility Note. We request that the plan notes be re-written to agree with the Utility Note. The most efficient and economical way to construct this project is to have ATT work on the left sidewalk while the highway contractor is rebuilding the right side of the bridge. This will eliminate confusion and potential on-site conflicts as well as put the burden of managing the utility work on the utility itself rather than the contractor and the Department. It will also remove the conduit and abatement work from the critical path of the project. If the Department does not re-write the plans to perform the conduit work in Phase 1, then please extend the completion date by 6 months to allow for the 26 weeks of removal, asbestos, and utility relocation work as noted in the Utility Note to occur on the critical path in Phase 2.

Question Submitted: 9/21/2009

Question Number: 12

Please provide details regarding the contractor's access into the NSRR Intermodal facility under the bridge. Access will be required for miscellaneous structural steel repairs, jacking, pier rehabilitation, sealing, and bridge painting among other items. Will the contractor have full right of entry thru the existing access gate off of Greenhurst Drive? What restrictions will be placed on the contractor regarding lay down area within the construction limits? Will the railroads allow the contractor to use existing track crossings to get equipment and personnel to locations between the tracks? It is not realistic for each individual contractor to contact the railroads prior to the bid because they most likely will not provide a definitive response. Please ensure a level bidding environment by providing these details.

Question Submitted: 9/21/2009

Question Number: 13

What are the Maintenance of Traffic restrictions on Greenhurst Drive?

Question Submitted: 9/22/2009

Question Number: 14

There are two additional conduits used for electrical service shown on sheet 66/103. They refer to the notes for more information. We cannot find the note referencing these conduits. Are these two electrical conduits asbestos as well?

Question Submitted: 9/22/2009

Question Number: 15

Note 5 on plan sheet 89 states, "Place the concrete in the abutment diaphragm encasing structural steel members of an individual phase separately. Allow at least 48 hours of set time before placing deck concrete." Will the department consider allowing the contractor to place the deck and diaphragm concrete in the same pour?

Question Submitted: 9/23/2009

Question Number: 16

Would ODOT consider lowering the percentage of self-performed work to 40% for this project?

Question Submitted: 9/23/2009

Question Number: 17

The Pier bearings on girders G4 and G5 will need to be removed and re-welds to allow the moment plate retrofits to be installed on the bottom flanges. Under what item will this be paid for?

Question Submitted: 9/24/2009

Question Number: 18

I just want to clarify, does this job bid on September 30th? Thank you.

**Yes, the bid date is Sept 30**

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## Ohio Department of Transportation Prebid Questions

Question Submitted: 9/24/2009

Question Number: 19

The utility notes indicate that AT&T is going to "expose" and remove all asbestos conduits after the highway contractor has installed temporary protection under the bridge and removed the light poles and safety railing. If this is the case then what is the purpose for Ref. No. 140 if the contractor for AT&T has already removed this sidewalk? Also, what is the temporary protection under the bridge all about. What would we be protecting? In addition, if AT&T is handling the asbestos conduits, then why is there an asbestos abatement reference item. It appears to me that the purpose of the abatement item may be for the electrical conduits running through both bridges which are indicated on the drawings as "fiber" conduits. But we do not know if they are asbestos fiber conduits or not. The footage of asbestos conduit would not even be close to the total footage listed in the notes if this item is for the electrical conduit.

Question Submitted: 9/25/2009

Question Number: 20

Does the note on plan sheet 8 which states, "All existing lanes shall be open to traffic between October 31 and April 15" apply to the 2010 construction season?

**See Addendum No. 1**

Question Submitted: 9/28/2009

Question Number: 21

Q1) Plan Sheet 63 states that the girder ends are to be painted with the complete paint system and then to be encased in the concrete diaphragms. Is application of a zinc prime coat only, not sufficient for this portion of work? Q2) Plan Sheet 85, Note #1, mentions that the girder web areas that will be in contact with the new steel and bolts shall be surface prepared and prime coat painted prior to erecting new steel. In order to eliminate the additional cost in setting up significantly large equipment to do the surface preparation on these numerous small areas, we would like to know if it is acceptable to either pencil blast or vacuum blast these areas? Please let us know as soon as possible.

**A1) The 3-coat paint systems is to be applied to the girder ends that are encased in concrete. A2) The Contractor can use a pencil blast or vacuum blast at the existing girder web areas that will be in contact with the new crossframes, as part of the surface preparation, as long they can remove any existing paint, mill scale, rust per SSPC-SP 10, prior to the application of the Organic Zinc Prime Coat and erection of new steel.**

Question Submitted: 9/29/2009

Question Number: 22

There is an addendum for this project that was issued on 9/25, but it is not posted on the website. Please advise on how I can get this addendum?

Question Submitted: 9/9/2009

Question Number: 23

Could ODOT make the existing bridge plans available for this project.