

Ohio Department of Transportation

Prebid Questions

Project No. 050008

Sale Date - 2/23/2005

Question Submitted: 1/20/2005

Question Number: 1

The plan note on contract drawing no. 71, FRA-315-0278, requires the painting of the fascia girders, fascia bearings, interior girders (10' from the abutments and 10' each side of the hinges) and the interior bearings. Is it the intent to paint all surfaces of the fascia girders or paint only the exterior surface and the bottom flange of the fascia girders? Also, do all of the existing bearings, of Piers #1 thru #17, have to be painted?

Question Submitted: 1/24/2005

Question Number: 2

We are very much concerned with the safety of the construction workers and the traveling public during the construction of Phases 3A, 3B, 4A and 4B. Please refer to contract drawing 13. During these construction phases 25,000 sy of superplasticized dense concrete overlay using hydro-demolition is placed at for the following structures: FRA-315-0261 (over Third Ave.), 0278 (over Olentangy River, 5th Ave and King Ave.) and 0348 (Over Ramps A and AB). The plans do not provide for portable concrete barrier to protect workers and the traveling public. We cannot remember an overlay project, on a limited access highway, that did not require the installation of portable concrete barrier.

We request that the Owner investigate this matter and provide portable concrete barrier.

Question Submitted: 1/28/2005

Question Number: 3

1) On plan sheet #65/97 plan note 848.18 states the removal operation can not begin if sustained rains are predicted within 48 hours. The removal operation is one of the few operations in relationship to the overlay work that could be preformed during rains. With the extensive traffic control for phase 3 and 4 along with the tight 15 day durations the contractors can not afford to lose work days waiting on acceptable predicted weather period to start the removal operations. Would ODOT consider removing this note?

2) The question regarding the concern for the safety of the construction workers and traveling public during phase 3 and 4 where no concrete barriers exist should be revisited. Note due to the short multiple 15 day duration for performing the overlays, work will have to be preformed within the work area as shown on plan sheet 13/97 during the hours of 5am-10pm when only phases 3B and 4B are allowed. This will place workers on an active multilane highway with the required speed limit of 55 mph without any physical buffer between them and the traveling public.

3) Plan sheet #6/97 under Maintain Traffic during holidays or special events states that all existing lanes shall be open to traffic for a determined period per the table provided in the plans. Due to the spread out periods of the holidays and special events it will be very difficult to impossible to find four 15 day periods after phase 1 and 2 are completed in which a holiday and special even does not fall within. Note Ohio State University currently has five home games scheduled with in the contract period during the months of September and October. Will traffic pattern per phase 3B and 4B be allowed during holidays and special events?

4) The SDC overlay work is to be performed during phase 3 and 4 within 15 day duration periods under incentive/disincentive contract. Per plan and specification the removal and sounding for the SDC overlay plus the placement are dependent on actual and predicted weather forecast. This work could be delayed due to rain events, which are beyond the control of the contractor and are not a recognized reason for extension under the incentive/disincentive contract. Will ODOT recognize days lost due to unacceptable weather that does not meet the specification requirements under the incentive/disincentive contract?

Question Submitted: 1/31/2005

Question Number: 4

Plan sheet 7 of 97, second and third columns, under both Phase 3 and Phase 4, state that "one lane of traffic can be maintained during weekdays from 10pm to 5am and from 10pm Friday to 5am Monday as shown in Phase 3A."

This notes allows one lane of traffic from 10pm Friday to 5am Monday, but it is inconsistent with the Lane and Time Restrictions note on the same page and as referenced in the proposal under the Incentive/Disincentive Clause.

Can the contractor maintain one lane of traffic continuously from Friday at 10pm through Monday at 5am?

Question Submitted: 2/15/2005

Question Number: 5

Q) ADDENDA #4 CHANGED THE ENTIRE SCOPE OF THE PROJECT. WOULD THE STATE EXTEND THE BID DATE TO ALLOW THE CONTRACTOR TIME TO REVISE THE ADDED AND ADJUSTED ITEMS?

The District and Central Office have considered your request. At this time we respectfully decline to delay the letting of this project.

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: 2/16/2005

Question Number: 6

ODTP 8-05, SR 315, Franklin Co., was originally scheduled to bid on 2/2/05. The bid opening was delayed on 2/1/05. The new bid date is 2/23/05.

We just received Addendum #4 for this project. This addendum consisted of 40 revised or new drawings, deleted 26 bid items, revised the quantities of 36 bid items and added 13 new bid items.

Some of the major changes to the project are the following : a) deleted 20,000 SY of SDC and 508 CY of QC/QA parapet concrete, b) changed the painting on structure 0278 from unit price to LS, c) added 3200 SY of deck patching, 22,000 SY of epoxy overlay and 40,000 SY of pavement planning and micro-surfacing, d) changed the traffic plan immensely, e) most sub-contractors work has changed.

Consequently, the revisions to the project, created by Addendum #4, have completely changed the scope, schedule and plan for this project. We ask that the Owner delay the bid opening approximately one week to allow the contractors and sub-contractors sufficient time to review these changes.

Your requested has been considered by District and in Central Office. At this time we respectfully decline to delay the letting date for this project.

Question Submitted: 2/18/2005

Question Number: 7

With the gravity fed resin being able to be placed before the application of the epoxy overlay, does the gravity fed resin still have to be bid as a separate item or can it be included in the epoxy overlay price?

The gravity fed resin shall remain as an individual pay item, apart from the epoxy overlay. It shall remain as is currently detailed in the estimated quantities portion of the plans.

Question Submitted: 2/22/2005

Question Number: 8

The existing bridge has a latex overlay on the bridge and we feel that the epoxy overlay will not adhere to the existing overlay enough to warrant the product for the warranty period. If the warranty period can be waived, then we feel this can be feasible. We realize the time frame is prohibitive to applying the latex overlay, but we do not want to apply a product that we feel will not work for the State's best interest.

The concrete patching will replace the portions of the latex concrete overlay that are damaged and might cause the new epoxy overlay to not adhere properly. Once the patches are properly cured (method and time), the new overly will adhere if the surface preparation of the patches and existing overlay is done properly. 1. The epoxy overlay is to be applied as per the requirements of the contract plans/documents. 2. The warranty requirement and time period will not be waved.

Question Submitted: 2/23/2005

Question Number: 9

The job was originally set up to repair the deck of structure # 0278 with hydro demolition and then overlaying the structure with a micro silica overlay.

Addendum 4 changed the deck repair method to 3200 sy of Type B Deck Patching, appying 21,718 sy of Gravity Fed Resin and then installing 21,718 sy of Epoxy Overlay.

The time and cost it will take to perform the 3200 sy of patching and subsequent chemical overlays is going to exceed the time and cost of doing a complete concrete overlay. Also, unlike a concrete overaly which can add multiple years of service to the bridge deck, an epoxy overlay will only seal the deck and offer additional skid resistance.

Because of the time factors involved on lane closures of SR 315, would the department consider the innovative idea of using a Rapid Set Latex Concrete Overlay for the structure to acheive the original intent of the project. When all costs are factored in, it will shown the final cost to the department will be less than the epoxy overlay and the amount of lane closures required to do the work will be also significantly less.

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