

Ohio Department of Transportation

Prebid Questions

Project No. 080584

Sale Date - 11/5/2008

Question Submitted: 10/22/2008

Question Number: 1

Addendum 2 added manholes for the FO conduit that crosses the bridge. It does not say who is going to disconnect the FO wire and where the new wire FO will be run or who is going to install it. Please clarify.

The removal of the existing manholes and the construction of the new manholes are to be performed live. No disconnections are to be made. The intent of the Item 202 manhole removed, as per plan is that the existing manhole is removed without damaging or disrupting service provided by the FO conduit. The purpose of Item 604 manhole, no. 5, as per plan with the split conduit is to allow construction of the proposed manholes without disconnection the FO line. The contractor is to remove the existing manholes and install the proposed manholes, with a representative of the utility present.

Question Submitted: 10/22/2008

Question Number: 2

How is the FO conduit to be handled during the bridge painting? Will the owner of the utility remove/relocate the FO brackets/conduit during steel prep. & painting? Or is the FO to remain in place during the painting?

The conduit is to be secured by the contractor while the steel is prepped and painted, and the contractor is responsible for maintaining the conduit and painting the beam portions behind the conduit and under the clamps. Remove the brackets and span by span move the galvanized conduit away from the web/flange corner during the steel prep & painting operations.

Question Submitted: 10/22/2008

Question Number: 3

Will the maximum number of days (Part B) in the Proposal be changed from 100 to 130 Cal. Days to reflect the revised days in Addendum No. 2?

The maximum number of days (Part B) will not be extended to 130 days. The A+B portion (Proposal Note 124) of the contract is only for the bridge work (ie, Phases 1 & 2) which is 100 days. The 30 additional days is for the bridge painting only (ie, Phases 3&4) and is covered under Proposal Note 128 - Unauthorized Lane Use.

Question Submitted: 10/22/2008

Question Number: 4

1.)With the Pavement for Maintaining Traffic, Class B, how is the earthwork to be paid for and is the temporary pavement allow to remain in place?2.) Project plans suggest that the steel beams ends are to be painted during phase 1 & 2. Can all bridge paint occur in phase 3 & 4. Do the beams ends need painted if encased in the diaphragm concrete backwall?3.) Can the contractor use stay-in-place forms?4.) The B portion of the contract of 100 days including bridge painting is to short,180 days is more real.

Question Submitted: 10/22/2008

Question Number: 5

1.Will you allow the use of SIP Forms?2.There are manholes/junction box just outside the wingwall footer on south side of the bridge on both the East and West side of the bridge. It is shown on drawing 41/72. The line you have running to it is labeled as FO+. A galvanized conduit runs out of one, across the bridge, and into the other. There is no note what it is, or how to take care of it. These structures will interfere with the construction of the new wing wall. What are they? And who will be responsible for them?3.ON sheet 50/72 it reference that the existing bridge has a latex concrete wearing surface. When I visited the site, it was overlaid with asphalt. How will you get paid for removing the asphalt overlay?4.If you abandon the catch basin in the median, who is responsible for the drainage? If we remove the temporary pavement, does the catch basin need to be stored?

5.Can you close lanes on 104 to do median work and shoulder work during permitted lane closure and not start your 100day for the B portion?

Question Submitted: 10/23/2008

Question Number: 6

Is the Bridge Painting considered apart of the 100 Days max. since the US 33 traffic is being maintained with two 12 foot lanes per direction as per the MOT Phase 3 and Phase 4 plans? We understand that there are ramp closures during these phases.

Although there is a note on plan sheet 6 of 72 stating that the contractor shall follow the sequence and maintaining traffic procedure in the plans, will an alternate sequence and MOT procedure be considered?

1.) Yes, the bridge painting is part of the 100 days max. 2.) There is no reason to object to a alternate that meets all of the MOT criteria.

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Question Number: 7

1) The existing slope protection is "crushed aggregate" There is a pay item to repair this, but the pay item is for Type B R.C. Protection. Is this correct? 2) ODOT has provided for maintaining 2 lanes of traffic in each direction on USR-33 for the painting portion of this contract by adding temporary pavement on USR-33. Is it ODOT's intent to include this painting in the A+B time restrictions? 3) Regarding the temporary pavement, since there is no shoulder replacement pay items on USR-33, are we to assume that the temporary is to be left in place as permanent? 4) If the temporary is to be removed (after the painting), is this to be subject to the A+B duration, or can it be removed under normal night-time operations?

Question Submitted: 10/23/2008

Question Number: 8

The as per plan notes on sheet 52 of 72 references formed and poured parapets. Is this just referring to the end transitions, or want all of the parapet run to be formed and poured?

The note only refers to the 14' transition section that cannot be slip formed.

Question Submitted: 10/23/2008

Question Number: 9

Can you please post the existing drawings for the structure on this project online.

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/FRA-79944/>

Question Submitted: 10/23/2008

Question Number: 10

Can you please post existing bridge drawings online?

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