

Ohio Department of Transportation

Prebid Questions

Project No. 070430

Sale Date - 9/12/2007

Question Submitted: 8/29/2007

Question Number: 1

Contract drawing #4 requires all work to be performed during the hours of 8PM Friday thru 5 AM Monday over a maximum of one weekend for FRA-270-2294A and two weekends for FRA-270-2294B. However, contract drawing #18A permits a "short term closure period" for applying membrane curing compound if the curing compound can not be placed during the overlay closure period. Also, permanent striping is usually applied to weekend overlay pour areas during the next available "short term closure" when the pavement surface is more dry. Please review the above and provide a "short term closure" period for the permanent striping and curing compound.

Question Submitted: 9/10/2007

Question Number: 2

On both structures, ODOT has determined that there are very large areas of delamination. You have also assumed that these areas will require full depth replacement (as depicted in very large quantities of full depth concrete). Concerning these large areas/quantities, the following issues need to be addressed: a) The general notes state that no equipment or materials can be allowed to fall into the Olentangy River. It is not possible to "catch" these quantities without being allowed in the river. b) When these removals are performed, there will be over 260' of safety curb and parapet "hanging" out over the edge of the deck with no practical way to support it... especially given the fact that we do not have room on the deck to install a support system prior to the weekend closures. c) There is a plan note to safeguard the structural integrity of the decks during the removal/repair process. There is also a note that, as any deficiency becomes evident, to have a P.E. design the support system and have it reviewed and approved by ODOT. How is this to transpire during an accelerated weekend closure period? d) The forming alone of the anticipated full depth concrete will require more than the weekend by itself, even if we were allowed in the river with equipment. e) On the 2294-B bridge that is being constructed half-width, 2/3 of the length of the deck is gone for the full width of the phase. This obviously gives no access to the work. The second phase of this bridge has similar access issues, as does the 2294-A structure.

A1) It is possible to "catch" portions of deck removal by sliding sheets of plywood between the beams, placed on top of the bottom beam flange. A2) If, indeed, significant areas of slab concrete must be removed adjacent to the (cantilevered) safety curb, care must be taken to avoid removal of continuous lengths of slab to the point where adequate support of the safety curb is compromised. A3) The project engineer will deem necessary the limits of removal, such that it will not compromise the structural integrity of the bridge deck. A4) Based on the current condition of the bridge deck, the full depth removal will be able to be completed within one weekend period in conjunction with the concrete overall. A5) Although portions of the deck will have areas of deck removal due to delamination, the contractor will still have access to the deck work area.

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.