

Ohio Department of Transportation

Prebid Questions

Project No. 080421

Sale Date - 6/18/2008

Question Submitted: 5/28/2008

Question Number: 1

Can the existing bridge drawings be put on the website?

<http://www2.dot.state.oh.us/contract/ftp/Attach/LOR-24868/>

Question Submitted: 5/28/2008

Question Number: 2

The completion date stated in the proposal for the project is 9/30/2009. The proposal also has pay quantities of 24 months for Type C Field Office and 24 months for Worksite Traffic Supervisor. This would indicate a 2010 completion date. Is the 9/30/2009 completion date correct? Please clarify by addendum.

Question Submitted: 6/10/2008

Question Number: 3

Typically the reinforcing in the diaphragms are #8's. Please verify that the #5's shown are correct.

Diaphragms are detailed on sheets 139, 140, 147, 148, 183, and 184. It is unclear specifically which bars the question refers to. However, it appears that there may be a misunderstanding of the longitudinal reinforcement arrangement for the diaphragm versus that of the abutment barrel. Number 8 bars are required in the barrel and are depicted in the abutment details, sheets 124 through 128 and sheets 172 through 174. The diaphragm is continuously supported by the abutment and number 5 bars are adequate as depicted in the previously mentioned detail sheets. These details comply with Standard Construction Drawing ICD-1-82, and have been checked for adequate capacity.

Question Submitted: 6/11/2008

Question Number: 4

It appears that P.C.B. zones extend the complete job length (approx 4000) without any access points. Additional access will be required. Will additional impact additional impact attenuators be paid under Item 97: Work Zone Impact Attenuator? If not, where will payment be made.

We concur with the Contractor's assessment that the PCB's run the entire length of the work zone. Access to and from the work site is available at either end of the PCB run. The Contractor may add additional access points with appropriate safety measures at their own cost.

Question Submitted: 6/11/2008

Question Number: 5

Please clarify line 124, item 514E80010 and line 157, item 514E80010. Is shop painting and field touch-up combined?

Please refer to Sheet 117C/199, first paragraph, upper left hand corner of the sheet. They are combined.

Question Submitted: 6/12/2008

Question Number: 6

Regarding the elastomeric bearing detail for structures LOR-90-1244L/R, section A-A on sheet 150 of 199 details the elastomeric bearing pads on the concrete pier cap itself. Is this a typical detail for the existing pier cap section that is to be wrapped with the carbon fiber strengthening system or do the bearings for that half of the structure sit on the carbon fiber system? Please clarify.

Standard practice is to cut fiber material to fit around the bearings

Question Submitted: 6/16/2008

Question Number: 7

Reference Numbers 0104 and 0105 are for Work Zone Pavement Markings, As Per Plan. The specification referred to (Supplemental Specification 873) is no longer manufactured. There is no approved equivalent stated. In prior situations, Item 740.06 augmented by Work Zone Raised Pavement Markers was acceptable. Is that the case here?

Item 614.11B, Work Zone Pavement Markings, gives the contractor the choice of 740.06 (Type 1 or 2 Preformed Material) or 740.02 (Type 1 or 2 Paint). Assuming the material specified in SS 873 is not available, paint can be used. No Work Zone Raised Pavement Markers are specified for this project.

Question Submitted: 6/5/2008

Question Number: 8

Are SIP forms allowed on this project?

No

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: 6/6/2008

Question Number: 9

Please be advised that the current rolling for structural steel on this project would be October, 2008. The contractor would not receive fabricated structural steel until the spring of 2009. The completion date of 9/30/09 as shown on the Proposal would be impossible to meet because the bridge work is to be performed using phased construction, one-half at a time. Phase I should be constructed in 2009 and the Phase 2 construction should be completed by 10/30/2010. Please advise.

We are facing a tight schedule due to utility conflicts. We know that the time frame may be difficult but we believe there is adequate time to complete the work.

Question Submitted: 6/6/2008

Question Number: 10

ref. nos. 122 & 155 item 513 can these ref. nos. be changed to galvanized like the other two bridges in the contract? if paint is required for aesthetics why not just paint the fascia beam and save the state a considerable amount of money.

Please bid the plans as they are. The District chose to use galvanized over the railroad so there was no conflict with rail traffic. The paint system was chosen for the bridge over Lake Avenue because lanes can be closed for the paint system installation.

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