

Ohio Department of Transportation

Prebid Questions

Project No. 101032

Sale Date - 3/11/2010

Question Submitted:

Question Number: 1

REF 14 - No information on aesthetic floodlight we are to supply given in plans.

The aesthetic floodlight that is to be provided (See Note 2 at bottom left) page 12.

Question Submitted: 2/23/2010

Question Number: 2

Can the existing drawings be put on the ftp site?

The plans are available at [ftp://ftp.dot.state.oh.us/pub/Districts/D02/VGCS Plan Sheets](ftp://ftp.dot.state.oh.us/pub/Districts/D02/VGCS%20Plan%20Sheets)

Question Submitted: 3/1/2010

Question Number: 3

Is there any way for us to access the existing catwalk system which is required to be removed?

The cat walk is accessible only through a locked hatch at the pylon. The contractor will need to make a appointment with District inspectors to get access. The catwalk is visible from the Craig Bridge and he should be able to make his assessment from this location. The construction catwalk to be removed consist of aluminum scaffold that is approximately 24" wide and spans between the concrete frames between the segments.

Question Submitted: 3/10/2010

Question Number: 4

Is it the intention of the state to have the contractor remove the existing elastomeric bearing pads prior to the removal of the existing plinths to avoid damage to elastomeric bearing pads during plinth removal activities?

No, however the Contractor should use extreme care when removing the existing plinths so as to not damage the elastomeric bearings.

Question Submitted: 3/10/2010

Question Number: 5

Are the existing elastomeric bearing pads chemically bonded to the existing concrete bearing seats?

No

Question Submitted: 3/10/2010

Question Number: 6

When grouting the new bearing plinths, is it the intention of the state to grout directly on top of the existing elastomeric bearing pads or is a gap of 1/16" to 1/8" required between the new plinth and the existing bearing pad prior to releasing the span by deactivating the jacks?

The Contractor is responsible for the means and methods for completing the bearing plinth replacement work. The Contractor is responsible to ensure that the pier segments return to their original position after the repairs are complete and that there is no damage to the bearings.

Question Submitted: 3/10/2010

Question Number: 7

Will there be access provided inside of each segment to utilize the existing grout tubes above each grout plinth that is being replaced and are there any obstructions within each segment that would prevent use of these grout tubes?

The Contractor is able to access the segments by using the bottom slab access holes throughout the length of the structure, however, the grout tubes are no longer useable as they have been grouted closed by previous bearing plinth placement.

Question Submitted: 3/8/2010

Question Number: 8

The drawings do not show specific areas for the painting item. after reviewing the project site it shows that there are damaged coating areas on the railing that are anywhere from square inches to complete sections. Will the areas be specified by the project engineer and can the surface preparation be power tool cleaning or will abrasive blasting be required.

The areas of the railing that will require painting will be specified by the project engineer. Cleaning of the existing surface by the use of power tools will be permissive.

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Question Submitted: 3/9/2010

Question Number: 9

In the bid package, you call out Green Bull manufactured aluminum planks and your prints reflect the following: 6 1/2" side rails, 3" slots in all decking troughs, end spacing for the top rungs is 1 3/4" and 4 1/2". Green Bull has forwarded data that varies from your stated specifications for their plank. First, their decking is made of a combination of 2 pieces of triple decking and one piece of single decking to cover the 24" width. Their plank have 6" side rails rather than 6 1/2", 1 1/4" slots in their triple decking versus 3" and no slots in single decking flanges. End spacing for the top rungs is 2" and 4" compared to 1 3/4" and 4 1/2". Are these specifications acceptable?

The prefabricated aluminum planks supplied by the Contractor shall be 3 person planks (750 lbs. Rated) and shall be OSHA compliant. The project Engineer shall approve any planking system other than what is specified in the plans. Any additional design changes needed on the structure as a result of using an approved alternate shall be at the Contractor's expense.

Question Submitted: 3/9/2010

Question Number: 10

Is there a minimum requirement level for the fabrication of the misc. steel components required for this project?

All miscellaneous structural steel components shall be level UF as per C&MS 513.

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