

Ohio Department of Transportation

Prebid Questions

Project No. 100261

Sale Date - 5/6/2010

Question Submitted: 4/20/2010

Question Number: 1

This is regarding reference Item 70-CELLULAR RETAINING WALL, AS PER PLAN (sheets: 105, 108, 109 and 110). I would like to submit the MESA retaining wall system by Tensar for product approval. For reference, MESA walls were used for ODOT / USR 50 (River Road) Major Widening, Project 050582.

We will not allow the use of MESA retaining wall system on this project.

Question Submitted: 4/23/2010

Question Number: 2

It appears MESA meets or exceeds all pertinent product and installation specifications. Could you please provide a detailed clarification as to the reason why "We will not allow the use of MESA retaining wall system on this project."

It is an aesthetic preference not to use the MESA retaining wall system.

Question Submitted: 4/29/2010

Question Number: 3

According to Pages 63 and 84, the retrofit rehab is listed as Structural Steel Members Level 1, as per plan. In the past for example on Project 100056 that bid 02/04/2010 these same items were listed as a retrofit rehabilitation which allowed Level UF fabricators such as us at Southwest to bid on such items. Why now on this project, the same type of items are listed as Level 1? Which prohibits Level UF Fabricators from bidding. Thank you.

This project is governed by 2008 C&MS, Item 513.03, the Level 1 Fabrication Qualification description specifically identifies "... and Detail materials designed to carry tension live loads such as retrofit moment plates." The construction plans reference the Level 1 Structural Steel Member quantities to the sheets detailing the cover plate retrofit. The specifications were developed and based solely on the specific needs of the subject bridge.

Question Submitted: 4/5/2010

Question Number: 4

Could the department make the existing drawings available online?

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/MIA-79567/>

Question Submitted: 4/5/2010

Question Number: 5

What are the MOT intentions to allow for bridge painting down on I-75 for the painters. More than nightly lane closures will be needed for this operation. Will the department allow for barrier wall and impact attenuators for the safety of the bridge painters as well as the traveling public? Will any pavement for MOT be necessary for this process as well as any temporary striping?

MOT intentions for bridge painting down on I-75 is limited to nightly lane closures per the permitted lane closure policy as indicated in the plans. Therefore barrier wall and impact attenuators are not part of the plan but may be utilized at contractor's expense provided they are removed nightly. No pavement or temporary striping is necessary for nightly lane closures. Law Enforcement Officer with Patrol Car for Assistance quantity will be revised to the sum of 200 hours.

Question Submitted: 5/5/2010

Question Number: 6

On Sheet 9/110 there is a plan note for Item 614, Maintaining Traffic, Misc.: Trench Drain which states payment for the trench drain will be paid at the contract unit price per foot. The trench drain is shown on sheet 11/104, and a quantity of 238 LF is listed in the General Summary on sheet 29/110. However, there is no pay item for this work in the EBS file. How is this to be paid?

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.