

Ohio Department of Transportation

Prebid Questions

Project No. 040562

Sale Date - 11/17/2004

Question Submitted: 10/28/2004

Question Number: 1

bridge # 0958 L&R have previous overlays on them. Shouldn't there be a concrete overlay removal item for these 2 structures. This item is set up for the other bridges (# 0932 L&R).

Since plan sheet 130 of 135 was changes are we to assume that the SDC overlay will be done according to the 848 spec. In other words, the accelerated cure time based on psi of 650 and other pertinent items that were previously on plan sheet 130 will not be used for this project.

The interim completion dates shown for the NE Quadrant are correct as listed in the plan. As stated in the 6th paragraph of the subject General Note, "IF THE ABOVE WORK IS NOT UTILIZED ODOT WILL NON-PERFORM THESE ITEMS OF WORK AND ODOT WILL NOT PAY THE CONTRACTOR FOR COSTS OR CLAIMS INCLUDING MATERIALS."

Question Submitted: 10/28/2004

Question Number: 2

Addendum #1 revised plan sheets 128, 129, 131, 132, 133 and 135 require micro silica modified concrete o/l for the structures to be overlayed. However, the proposal and the original plan sheets require superplasticized dense concrete for the structures to be overlayed. Which material is correct?

Question Submitted: 11/8/2004

Question Number: 3

Q) BRIDGE ITEMS, QUANTITIES, AND ITEM DESCRIPTIONS THAT WERE CHANGED BY PLAN SHEET REVISIONS UNDER ADDENDA NO.1 ARE NOT REFLECTED IN THE CURRENT EBS FILE. PLEASE REVIEW.

Question Submitted: 11/8/2004

Question Number: 4

Q) THE ORIGINAL PLAN FOR OVERLAY CONCRETE WAS SUPERPLASTICIZED DENSE CONCRETE. ADDENDA NO. 1 REVISED ITEMS FOR CONCRETE OVERLAY CALL FOR MICROSILICA MODIFIED CONCRETE. WHICH MATERIAL DOES THE DEPARTMENT INTEND TO USE?

Question Submitted: 11/9/2004

Question Number: 5

This project calls for a maximum deflection of tensioned cable guardrail of 6.75' except for where it runs around two bridge piers at which point the max deflection called for is 5'. There is no current acceptable (FHWA approved) post spacing for any manufacturer of tensioned cable that will yield a 5' max deflection. The cable run will either need to be ended with an acceptable anchor on either side of the bridge, or if there is sufficient room the cable can be run around existing guardrail under the bridge. If someone can supply me with details of the shoulder width, guardrail spacing from the pier, and other details at the bridge site we can make a recommendation as to how the cable might be able to be run under the bridge with approved deflection criteria.

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.