

Ohio Department of Transportation

Prebid Questions

Project No. 098027

Sale Date - 9/11/2009

Question Submitted: 8/11/2009

Question Number: 1

Are existing structural steel shop drawings or original design drawings available to be able to determine the bolt grip for the gusset plate repairs?ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/LUC-75937/Can not access drawings from above site.

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/SUM-85246/>

Question Submitted: 8/11/2009

Question Number: 2

Are existing structural steel shop drawings or original design drawings available to be able to determine the bolt grip for the gusset plate repairs?ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/LUC-75937/Can not access drawings from above site.

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/SUM-85246/>

Question Submitted: 8/18/2009

Question Number: 3

1) Sht 36/59 shows a steel plate between the W14x311 and the temporary F-200M Bearings. In the elevation view the plate is called out as a "New PL 1-3/4" x 13" x 18", then in Section A-A it is called out as a "NEW PL 2" x 13" x 1'-8" but dimensioned as 1-3/4" thick. What is the correct thickness of this plate?2) Sht 36/59 shows a steel plate on the bottom of the W14x311. In the elevation view the plate is called out as "New PL 1-3/4" x 10" x 1'-8", then in Section B-B it is called out as a "New PL 1-1/4" x 10" x 1'-8". What is the correct thickness of this plate?

Question Submitted: 8/18/2009

Question Number: 4

1) Sht 36/59 shows a steel plate between the W14x311 and the temporary F-200M Bearings. In the elevation view the plate is called out as a "New PL 1-3/4" x 13" x 18", then in Section A-A it is called out as a "NEW PL 2" x 13" x 1'-8" but dimensioned as 1-3/4" thick. What is the correct thickness of this plate?2) Sht 36/59 shows a steel plate on the bottom of the W14x311. In the elevation view the plate is called out as "New PL 1-3/4" x 10" x 1'-8", then in Section B-B it is called out as a "New PL 1-1/4" x 10" x 1'-8". What is the correct thickness of this plate?

Question Submitted: 8/18/2009

Question Number: 5

Ref bid items 26 & 27 - New joint seals in the deck expansion joints. See plan page 31/59 center column of notes - "Watertight Integrity Test" This note requires each sealed joint to be tested "full length" by ponding or flowing water over the joint. How is this to be done when traffic is to be maintained on at least one lane of the bridge in each direction at all times? Will the department allow the bridge to be closed in each direction for several nights or a weekend while these tests are performed and the required inspections & possible remedial work performed? If a closure is allowed what detour route will be utilized?

Question Submitted: 8/18/2009

Question Number: 6

Ref bid items 26 & 27 - New joint seals in the deck expansion joints. See plan page 31/59 center column of notes - "Watertight Integrity Test" This note requires each sealed joint to be tested "full length" by ponding or flowing water over the joint. How is this to be done when traffic is to be maintained on at least one lane of the bridge in each direction at all times? Will the department allow the bridge to be closed in each direction for several nights or a weekend while these tests are performed and the required inspections & possible remedial work performed? If a closure is allowed what detour route will be utilized?

Question Submitted: 8/20/2009

Question Number: 7

The existing pipe drainage runs the length of both bottom truss cords, approximately 12 inches from the face of the steel. These pipes will interfere with the rivet removal for the truss gusset repairs.Can these pipes be temporarily removed during rivet removal and reinstalled after the gusset plate repairs are completed?

Question Submitted: 8/20/2009

Question Number: 8

The existing pipe drainage runs the length of both bottom truss cords, approximately 12 inches from the face of the steel. These pipes will interfere with the rivet removal for the truss gusset repairs.Can these pipes be temporarily removed during rivet removal and reinstalled after the gusset plate repairs are completed?

Question Submitted: 8/24/2009

Question Number: 9

On sheet 28/59 under Bolted Connection to Existing Steel, there is a list of three (3) methods to be used to make sure the holes in the new material match the hole patterns of the existing rivet holes. In all three methods we are required to ream holes out in the feild. With the double nut method which will be used for all Type 1 gusset plate repairs, there is no opportunity to ream the holes. We have to remove one rivet at a time and replace that rivet with a bolt that has extra long thread. When all of the rivets are removed and replaced we will have all bolts with extra long thread along with one nut and washer per bolt. When we go to erect these plates there will be no where for a reamer to go because every one of the rivets will have been replaced with a bolt with extra long thread. There is no way to ream. All three of the options listed require feild reaming. Please clarify.

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.

Ohio Department of Transportation Prebid Questions

Question Submitted: 8/24/2009

Question Number: 10

On sheet 28/59 under Bolted Connection to Existing Steel, there is a list of three (3) methods to be used to make sure the holes in the new material match the hole patterns of the existing rivet holes. In all three methods we are required to ream holes out in the field. With the double nut method which will be used for all Type 1 gusset plate repairs, there is no opportunity to ream the holes. We have to remove one rivet at a time and replace that rivet with a bolt that has extra long thread. When all of the rivets are removed and replaced we will have all bolts with extra long thread along with one nut and washer per bolt. When we go to erect these plates there will be no where for a reamer to go because every one of the rivets will have been replaced with a bolt with extra long thread. There is no way to ream. All three of the options listed require field reaming. Please clarify.

Question Submitted: 8/25/2009

Question Number: 11

This question has to do with Addendum #2. In this addendum there is reference to revised sheet 31. When we got into the link provided on the first page of the addendum, the only things listed are revised sheet 44, revised sheet 46, and the existing plans. There is no link currently set up that gets us to the revised sheet 31. Can this revised sheet 31 be loaded into the link given?

Question Submitted: 8/25/2009

Question Number: 12

This question has to do with Addendum #2. In this addendum there is reference to revised sheet 31. When we got into the link provided on the first page of the addendum, the only things listed are revised sheet 44, revised sheet 46, and the existing plans. There is no link currently set up that gets us to the revised sheet 31. Can this revised sheet 31 be loaded into the link given?

Question Submitted: 8/25/2009

Question Number: 13

On plan sheet 35/59 the note "Temporary Girder Support - Work under this item is the lifting and support of the girders at piers 3 & 6 while the eight existing bearings are disassembled and refurbished,". What is the scope of disassembled and refurbished?

Question Submitted: 8/25/2009

Question Number: 14

On plan sheet 35/59 the note "Temporary Girder Support - Work under this item is the lifting and support of the girders at piers 3 & 6 while the eight existing bearings are disassembled and refurbished,". What is the scope of disassembled and refurbished?

Question Submitted: 8/27/2009

Question Number: 15

With regards to the joint sealing system replacement, the abrasive blasting note on page 31/59 talks about using a recyclable steel grit to clean the joints before sealing. The equipment used to do this is not only overkill but will be very costly as well due to the size of the machine and the limited time of use. A comparable result may be achieved by using a small sand pot similar to the procedure being used for the abrasive pencil blasting on the gusset repairs. Changing this will allow for a more competitive bid and not compromise the integrity of the joint sealing system.

Question Submitted: 8/27/2009

Question Number: 16

With regards to the joint sealing system replacement, the abrasive blasting note on page 31/59 talks about using a recyclable steel grit to clean the joints before sealing. The equipment used to do this is not only overkill but will be very costly as well due to the size of the machine and the limited time of use. A comparable result may be achieved by using a small sand pot similar to the procedure being used for the abrasive pencil blasting on the gusset repairs. Changing this will allow for a more competitive bid and not compromise the integrity of the joint sealing system.

Question Submitted: 8/3/2009

Question Number: 17

Are existing structural steel shop drawings or original design drawings available to be able to determine the bolt grip for the gusset plate repairs?

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/SUM-85246/>

Question Submitted: 8/3/2009

Question Number: 18

Are existing structural steel shop drawings or original design drawings available to be able to determine the bolt grip for the gusset plate repairs?

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/SUM-85246/>

Question Submitted: 8/5/2009

Question Number: 19

1. It appears that the quantity and units for Bid item 14 (Concrete, Misc.: Distributed Galvanic Corrosion Protection System) should be either 405 LF or 117 Each. Please revise in an addendum.

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.

Ohio Department of Transportation Prebid Questions

Question Submitted: 8/5/2009

Question Number: 20

1. It appears that the quantity and units for Bid item 14 (Concrete, Misc.: Distributed Galvanic Corrosion Protection System) should be either 405 LF or 117 Each. Please revise in an addendum.

Question Submitted: 8/5/2009

Question Number: 21

2. Please disregard my previous question stating that It appears that the quantity for Bid Item 14 (Concrete, Misc.: Distributed Galvanic Corrosion Protection System) should either be 405 LF or 117 Each. I believe that the Quantities should either be 671.25 LF or 117 Each.

Question Submitted: 8/5/2009

Question Number: 22

2. Please disregard my previous question stating that It appears that the quantity for Bid Item 14 (Concrete, Misc.: Distributed Galvanic Corrosion Protection System) should either be 405 LF or 117 Each. I believe that the Quantities should either be 671.25 LF or 117 Each.

Question Submitted: 9/8/2009

Question Number: 23

Addendum 3 responded to the question about girder bearing disassembly at Piers 3 & 6. The answer was disassembly and refurbishing of the bearings is not required. If the bearing is not disassembled how can the bearing seat be re-built. Need to install new rebar and also the galvanic anodes under the bearings. Per plan note the girder can only be raise 1/4 inch which does not leave room to remove the concrete and install new materials which have to be tied to the existing rebar. Was the remark to not disassembly in error?

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.

Ohio Department of Transportation Prebid Questions

Project No. 090354

Sale Date - 6/24/2009

Question Submitted:

Question Number: 1

Please post the original plans and the 1987 rehab plans.

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/SUM-85246/>

Question Submitted:

Question Number: 2

Please post the original plans and the 1987 rehab plans.

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/SUM-85246/>

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