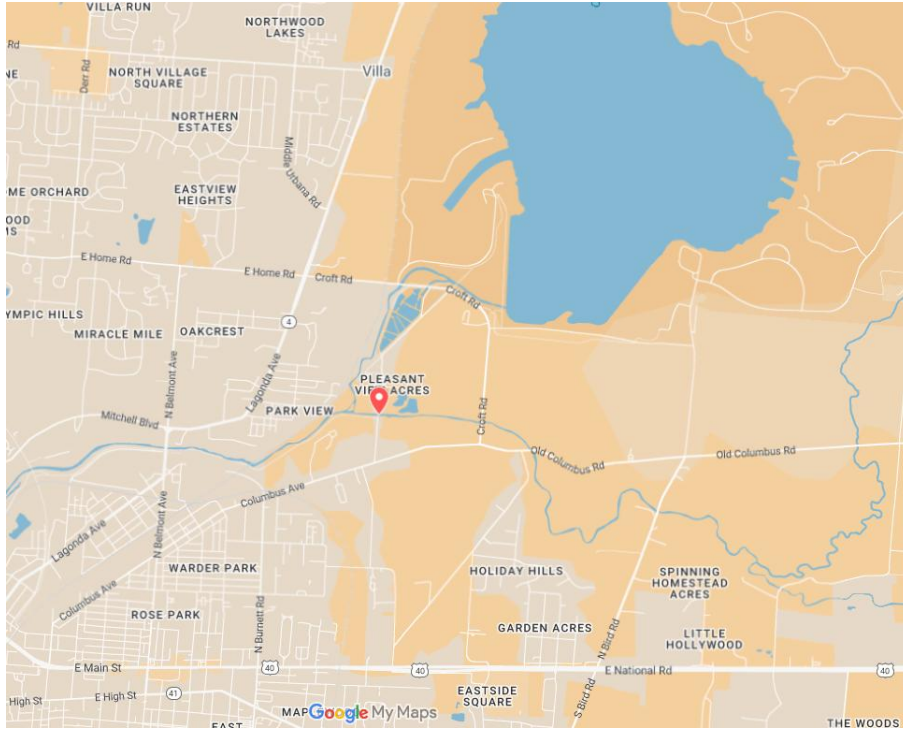


Pumphouse Road Bridge Repair Project

UPDATED Questions and Answers from Potential Bidders

1. Can a map be provided to illustrate the location of this bridge?



The location can be accessed at [Pumphouse Rd Bridge Repair Project](#) or by searching the point 39°56'28.0"N 83°45'30.6"W in a map app.

2. How long can the trail be closed due to the construction?

The trail is currently closed to pedestrians, cyclists, and small maintenance vehicles; it will not be reopened until repair work is complete and certified.

3. Will a detour be required during the construction period?

No detour has been provided relative to the on-going closure nor will there be an expectation that one is provided during repair.

4. Is this a prevailing wage project?

Yes, this is a prevailing wage project. The file Pumphouse Addendum 1 will be added at [Bids & Current Project Proposals | National Trail Parks & Recreation District](#) to accompany the bid document. It states the following:

This contract is subject to Ohio Prevailing Wage Laws, Chapter 4115 of the Ohio Revised Code and the Contractor and all subcontractors shall comply with all provisions contained therein or as otherwise provided by this note. The Contractor guarantees that the prevailing wage scale to be paid to all laborers and mechanics employed on this contract shall be in accordance with the schedule of the prevailing hourly wage and fringe benefits as determined by the Ohio Department of Commerce for the county in which the work is being performed. The failure to pay prevailing wages to all laborers and mechanics employed on this project, shall be considered a breach of contract.

5. Pages 16 & 17 appear to require repairs to I-Bar and Built-Up Channel; however, there is not a line item for any of these repairs on the base bid form. Can additional line items be added for the number of I-Bar repairs and the number of Built-Up Channels?

The intended purpose of the repairs is to allow for safe passage of pedestrians, cyclists, and small maintenance equipment (i.e. lawnmowers). It has been determined that this can be accomplished, meeting the desired load rating, by reducing the width of the deck and replacing steel stringers alone. See the appended Engineer's Estimate for structural repair of the bridge.

6. For bonding purposes we need to provide an estimate to our bonding company. Is there an engineer's estimate available? Is there a 10% or 20% rule, within the engineer's estimate, to be able to award?

The Engineer's Estimate for the project is \$152,525.00. The Engineer's Estimate for the reconstruction of the structural part of the bridge alone is attached at the end of this document. It includes two options. We are pursuing OPTION 2, based on a reduced width of the deck and replacement of stringers. The Engineer's Estimate for Option 2 is \$64,415.00.

There is not a 10% or 20% rule, within the engineer's estimate, to be able to award the contract.

7. Considering it doesn't bid until 1/21, maybe the question deadline can be extended to 1/14?

The question deadline is extended to January 14, 2026. Answers to questions will be posted no later than January 16, 2026.

Additional Questions

8. Please provide an explanation of bid item #2 in regards to the W8x24# and the quantity of 19 ea. Is the contractor expected to only remove and replace the 5 interior stringers for the entire length of the bridge? Are the new stringers supposed to be W8x24#? If so, is the total quantity of interior stringers to be replaced 504 LF (5 x 104')? Option 2 on U.S. Bridge's estimate has 19 each of W6x25# x 19' and W10x39# x 14'9". These sizes and quantities do not appear to line up with the scope of work we are seeing. Please advise.

The Option 2 estimate of 19 each of W6x25# stringers and W10x39# stringers is correct. These stringers are designed to replace or bolster existing stringers that have been identified as needing replaced and or repaired. The W6x25# are in the main Bay areas with the W10x39# being in the end Bays.

9. How often do the 4x4 vertical posts need to be placed to support the railing?

For estimating purposes, assume that the 4"x4" posts will be 6' c/c., both sides.

10. Are the existing C8x8.75 exterior stringers to be left as is?

For estimating purposes, the C8x8.75 are to be left as is.

At the direction of The Springfield Conservancy District, bridge design professionals were hired and have prepared documents for the purpose of requesting bids from qualified contractors. The purpose of the work is to provide for repairs and modifications to the existing, closed bridge so that it can be re-opened, re-connecting existing trails used by pedestrians, bicyclists, and park personnel. Due to the uniqueness of this project, we understand there may be unknowns encountered as work progresses. We are prepared to deal with these immediately, in an open and honest way. It is our intent to enter into a contract with a qualified contractor as soon as practical, with work to begin as soon as reasonable. Making the Buck Creek Trail whole again is a major goal of The Springfield Conservancy District and the Clark County Parks District. This is a very important community project as well as a unique opportunity for those executing the contract work.



AISC Advance Bridge Certification (ABR)



Estimate

201 Wheeling Avenue, P.O. Box 757
Cambridge, OH 43725, 1 (888) 872-7434
www.usbridge.com

U.S. Bridge Contact: Dennis Gonano
(740) 630-8459
dgonano@usbridge.com
Quotation No: E2506027
Quotation Date: July 17, 2025
Page: 1 of 1

TO: Carpenter Marty Transportation
Attn.: Mr. Shane Kalinoski, P.E., Project Manager
6612 Singletree Drive, Columbus, Ohio 43229
Phone: (614) 656-2424
Email: skalinowski@cmtran.com

PROJECT: Clark County, Ohio
Pumphouse Road Park over Beaver Creek

The following is a U.S. Bridge ENGINEER'S COST ESTIMATE for the subject project. This ESTIMATE is intended for preliminary estimating purposes only and should **not** be interpreted as a final QUOTATION. The information presented is based on the most current data made available to U.S. Bridge.

OPTION 1, Based upon existing roadway of 14'-0" clear width:

We offer our price to provide the necessary labor, equipment and materials to install:

- 4, Bottom chord repair plates
- 12, Diagonal repair plates
- 4, Vertical repair plates
- 19, W6 x 25# x 19'-0" stringers W10 x 39# x 14'-9" stringers

LUMP SUM QUOTATION - \$143,765.00

OPTION 2, Based upon reducing the roadway width to 10'-0" clear width would require the following:

We offer our price to provide the necessary labor, equipment and materials to install:

- 19, W6 x 25# x 19'-0" stringers W10 x 39# x 14'-9" stringers

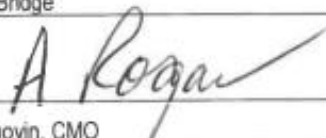
LUMP SUM QUOTATION - \$64,415.00

All materials will be Grade A572-50 and will be plain finish.

Excludes all items not specifically listed above.

Please note that this does not include any removal, site preparation, site surveying, abutment work, backfill or approach work.

All sizes and weights are approximate and are subject to change. Final design drawings govern for weights and lifting points.

BUYER:	SELLER:
Company Name:	Company Name: U.S. Bridge
Authorized Signature:	Authorized Signature: 
Name & Title:	Name Printed: Art Rogovin, CMO
Date & P.O.#:	Date: July 17, 2025