

Ohio Department of Transportation - Prebid Questions

Project No. 100419

Sale Date - 7/15/2010

HOC-82318 - LR-FRONT STREET-0.10

Question Submitted: 7/13/2010 2:56:21 PM

Since the bid date was delayed 3 weeks, could the project completion date be extended as well? The current schedule only allows about 5 weeks per phase.

Keep the project completion date as currently listed.

Question Submitted: 6/22/2010 8:03:21 AM

The reinforcing steel quantity revised by Addendum 3 appears to be in error. The 109,662 lbs. is the quantity of superstructure reinforcing steel only and does not include the substructure reinforcing steel. Please review and clarify by addendum.

See addendum 4

Question Submitted: 6/21/2010 3:44:16 PM

Regarding Addendum 2, the written addendum added reference number 100, 434 Each - Dowel Holes w/Nonshrink, Nonmetallic Grout. The electronic addendum file only added 34 Each - Dowel Holes to the EBS file. Please revise the electronic file accordingly.

Question Submitted: 6/21/2010 10:27:58 AM

Ref,52 mark S1101 only has quantity of 10. There should be 20, which would double the weight of 1634 to 3248 lbs. Also it is not marked as needing a coupler, which it does. Please verify.

See addendum 4

Ohio Department of Transportation

Prebid Questions

Project No. 100419

Sale Date - 7/15/2010

Question Submitted: 6/11/2010

Question Number: 1

Ref. #50: 16" Cast in Place Reinforced Concrete Piles(1) not on p 12/25 refers to H-piles, CIP friction piles are not driven to refusal by penetrating bedrock, this note should be revised.(2) no boring logs are provided(3) when determining the spacing of the new piles, it was discovered that some of the new piles are in the same location as the existing piles. This is not good for the following reasons: (a) removal of the old tapered tubes will be extremely costly and difficult. (b) if old tube piles break off deep, it would be next to impossible to remove. (c) old tubes are thin wall tapered tubes which could have significant rust in 53 years of service, also we do not know how long they are. We would suggest spacing new piles to miss old piles and remove old piles one foot below grade.

The note is to remain in the plans. The note is applicable to both steel H piles and CIP concrete piles, although steel H piles are usually specified for piles driven to bedrock. CIP concrete piles were specified to better utilize the frictional resistance offered by the CIP concrete piles. With the prescribed pile length to be more than 60 feet, optional dynamic load tests, as indicated in the note, can be used to determine whether the proposed CIP concrete piles need to be driven to bedrock in order to reach their required bearing capacity. Boring logs and boring location map are on the FTP server. The proposed piles can be offset to avoid the conflict with the existing piles as long as the maximum pile spacing for the proposed piles does not exceed 7'-6". The existing piles can be removed to one foot below grade.

Question Submitted: 6/22/2010

Question Number: 2

Addendum 2 included an item 434 Each Dowel Holes w/ Nonshrink/Nonmetal Grout but the EBS file only contains a qty. of 34 Each. Please revise the EBS file accordingly.

Corrected in EBS file for addendum 3

Question Submitted: 6/7/2010

Question Number: 3

Can the Department post the existing bridge plans on the website?

**Existing plans for the subject project have been placed on the server.
<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/HOC-82318/>**

Question Submitted: 6/7/2010

Question Number: 4

1. The plans detail doweling new reinforcing steel into the existing abutments. Where is the doweling included for payment? There is no pay item for Item 510, Dowel Holes.2. The estimated quantities on sheet 12 of 26 specify a Polymer Modified Asphalt Expansion Joint System. Section A-A on sheet 18 of 25 does not detail this type of joint at the abutment/deck. Where is the polymer modified asphalt expansion joint incorporated into the structure?3. Just to clarify the Item 503 Cofferdams, Cribbs and Sheeting, As Per Plan note on sheet 12 of 25: Is it the intent of the Department to review and approve the contractor's design for the temporary shoring at the abutments?

Yes. It was the intent to have ODOT review and approve the contractor's design of the temporary shoring at the abutments.

Question Submitted: 6/9/2010

Question Number: 5

Can the Department post the soil borings (B-1 & B-2) on the website?

Question Submitted: 6/9/2010

Question Number: 6

Regarding the full depth pavement replacement shown on sheet 8 of 25, how is the removal of the existing pavement paid for? There is no pay item for pavement removed.

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.