

Ohio Department of Transportation

Prebid Questions

Project No. 060003

Sale Date - 1/13/2006

Question Submitted: 1/10/2006

Question Number: 1

Regarding the Tuned Mass Dampers and Vertical Mass Dampers (Ref. 465 and 609) and their associated Factory Acceptance Testing (Ref. 453 and 608), we have been unsuccessful in our attempts to obtain pricing. None of the fabricators we have talked to are willing to get involved in the testing, thus they have not spent time in estimating the costs of the damper units either. There is not enough information provided in the plans and special provisions to estimate the cost of the required test frames or the procedures.

We contacted Motioneering (the designer of the damper systems) 2 months ago to find names of companies that could produce and test the assemblies. Thus far they have not provided the names of any firms that will be able to provide a quotation. In our conversations with them they indicated that they had provided names to ODOT that would be shared with contractors. In addition, one of the fabricators we spoke with (who has declined to quote) indicated to us that they had received a call from Baker (the bridge designer) a month or so ago in an effort to gather names of potential fabricators. So far none of these contact names have been provided to the contractors.

We request that the appropriate firm names be provided via addendum, along with adequate details and specifications for Factory Acceptance Testing. We further request that either the bid date be postponed accordingly to allow time for qualified quotes to be prepared, or that ODOT stipulate a bid allowance for each of these items (Ref. 453, 465, 608, and 608) so as to allow the bid to proceed as planned.

The Department has reviewed your request for a delay in the letting date for this project and respectfully declines. Ample time has been provided for the contractors to locate and obtain quotes from fabricators for these items. The Department will also not supply additional details and specifications for the Factory Acceptance Testing (FAT) test frame arrangement. The Special Provisions allow the fabricator the latitude to propose suitable testing arrangements. It is not appropriate for a member of the design team (Motioneering) to respond to prebid questions. Prebid questions must be submitted only to the Department. Had this question been submitted to the Department in a timely manner, we may have been of assistance in locating suitable fabricators.

Question Submitted: 1/10/2006

Question Number: 2

I have a question regarding the form liner on the project. First, can the maximum relief on the artistic pattern be changed from 6" to a more economical 2" to 2½". From our experience anything over 2.75" to 3" is excessive. Last, can the fiberglass spec. be changed to an elastomeric liner due to its inherent ability to create better and finer detail in the concrete.

ODOT may consider proposals allowing changes to the maximum relief and to the formliner material after the award of the contract. However the Department will not delay the sale of the project to make these changes prior to the letting. Please prepare your bid based upon the information provided in the bidding documents.

Question Submitted: 1/3/2006

Question Number: 3

The mass concrete specifications state that the temperature difference must not exceed 35 degF. The specs state that this will be enforced from the time of placement through the time that the hottest portion of the concrete cools to within 35 degF of the ambient air temperature.

Using this temperature difference limit, large mass placements can take 3 to 6 weeks (sometimes longer) to adequately cool. This forces the use of expensive mechanical cooling or an extended schedule. Both add to the cost of construction.

A higher temperature difference limit can reduce mass concrete construction time and costs. Higher temperature difference limits have been successfully used on other ODOT and non-ODOT mass concrete projects.

If it can be shown that the higher limit will not cause thermal cracking of the concrete, can a higher temperature difference limit be used?

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Ohio Department of Transportation Prebid Questions

Question Submitted: 1/3/2006

Question Number: 4

1. According to the concrete form companies' an additional construction joint is needed in the Tower Cap due to the loading from the cantilevered portion of the cap. Can an additional construction joint be added in the Tower Cap?
2. Can the construction joints for the tower legs be located at the bottom of the "Tower Steel Anchorage Frames"?
3. Can construction joints in the Lower and Upper struts on the Tower be placed so that the bottom slab, the walls and the top slab could be cast separately?
4. The form companies are telling the contractors that the lift heights need to be changed on the tower legs so the form systems are not overstressed creating a safety hazard during construction. Will a reduction in the Tower Leg lift heights be allowed?
5. Will additional post tensioning be required in the Tower Cap and Legs?
6. Will additional reinforcing steel be required in the Tower Cap and Legs?
7. Due to the complexity of the forming systems for the Tower Cap and Tower Legs we request that an additional 2 weeks be allowed for bidding purposes until January 27, 2006. The contractors need to understand the major cost and schedule impacts of changing the lift heights. This information also needs to be communicated to the material suppliers and subcontractors.

Question Submitted: 1/3/2006

Question Number: 5

The proposal for the project states that Railroad Flagmen will be paid for by ODOT when required. If access to the work is by crossing the railroad tracks then we assume that all Railroad Flagging costs on the project will be paid for by ODOT. Is this true?

Question Submitted: 1/3/2006

Question Number: 6

With reference to note 6 on sheet 701A of 899, will ODOT permit the contractor to employ RWDI to evaluate the effect of modifications to the wind bents, or will ODOT require that the contractor retain an independent engineer for that work? If the latter, will ODOT allow the contractor's engineer access to RWDI's computations for the plan erection scheme?

Question Submitted: 1/3/2006

Question Number: 7

The mass concrete specifications state that the effectiveness of the thermal control plan must be demonstrated on at least two other mass concrete projects. As an alternate, a demonstration can be performed to test the thermal control plan.

What is the intent of this part of the specification? We ask because a proper thermal control plan should be tailored to the mass concrete placement and concrete mix design. This makes each thermal control plan unique.

If the intent is to have a demonstration, will one demonstration for all of the mass concrete be sufficient, or will one be required for a footing, another for a column, etc.?

Question Submitted: 1/4/2006

Question Number: 8

1. Ref. 165 & 208 are bid items for 6"x6"x4" Junction Boxes. The quantity of 6"x6"x4" Junction Boxes for the Navigation Lighting have not been included in those Ref. Nos. The quantities should be added to one or the other.

2. The Bid Ref. 158 CONDUIT, MISC.: 1" LIQUIDTIGHT FLEXIBLE CONDUIT is not designated as stainless steel but it is shown as stainless steel on plan page 258 / 899. The other FLEXIBLE CONDUIT that is on the project is not designated as stainless steel.

3. In the Special Provisions page 287 / 328 it is stated that the "Pull Boxes" "... shall include, where applicable, the listed equipment from Campbell Scientific...". We request more information on the Campbell Scientific equipment or we will assume that it is not applicable.

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Ohio Department of Transportation Prebid Questions

Question Submitted: 1/4/2006

Question Number: 9

1)Item 3.8 of the Design Specifications (sheet 294/899 or 8/525), references the 3rd Edition of the PTI Recommendations for Stay Cable Design Testing and Installation. Item 3.9 of the Design Specifications (sheet 294/899 or 8/525), references the 4th Edition of the PTI Recommendations for Stay Cable Design Testing and Installation but indicates "(For cable replacement/cable loss)", implying that the 3rd Edition should apply elsewhere. The Special Provision for Stay Cables references only the February 2001 PTI Recommendations. Please confirm:

- a.Which edition of the PTI Recommendations for Stay Design Testing and Installation should be utilized
- b.If it is Edition 4, then please explain the reference to Edition 3 in item 3.8 of the General Notes (sheet 294/899 or 8/525).

2)The lower formwork tube will require stiffeners to resist the lateral forces applied via the Internal Dampers provided at each deck anchorage. This formwork tube and stiffeners must be attached to the 4" P/T Anchor Plate. Generally this is a welded connection. Please confirm welding the FW tube to the P/T Anchor Plate will be acceptable.

3)Antivandalism tubes (AVTs), are indicated on drawing sheets 184/525 and 185/525. Please advise if there is a requirement regarding the minimum length of the AVTs above the top of deck?

4)Pay Item 53000300 indicates 4421 lbs of deck PT strand. The only location of strand tendons appears to be thru the closure at FB's 107 – 110. The weight of these tendons is approximately 3,634 lbs.Please confirm that this is the correct quantity.

5)The cable clamps for attaching the cable ties and lateral dampers are detailed using castings. Considering the relatively small number of clamps and different duct sizes it may be more economical to provide the clamps fabricated from welded plates. Please confirm if this is acceptable provided design calculations are provided to substantiate the dimensions and details.

Question Submitted: 1/4/2006

Question Number: 10

1.Ref. 165 & 208 are bid items for 6"X6"X4" Junction Boxes. The quantity of 6"X6"X4" Junction Boxes for the Navigation Lighting have not been included in those Ref. Nos. The quantities should be added to one or the other.

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3.In the Special Provisions page 287 / 328 it is stated that the "Pull Boxes" "... shall include, where applicable, the listed equipment from Campbell Scientific...". We request more information on the Campbell Scientific equipment or we will assume that it is not applicable.

Question Submitted: 1/5/2006

Question Number: 11

On plan sheet 297A/899 under notes regarding the 102" - 114" Drilled shafts it states that the concrete will be under the Mass concrete Special provision. Under this special provision mass concrete is required to stay within a 35 degree temperature differential between the interior and exterior surfaces of the concrete. This criteria has been waived on numerous ODOT projects for drilled shafts. It will be difficult to do anything to the exterior surface of the drilled shaft to help maintain the concrete temperature differential. We believe that the mass concrete temperature differential of 35 degrees should be waived for this project?

Question Submitted: 1/6/2006

Question Number: 12

Do the Upper & Lower Struts Have to be poured monolithic with the bottom slabs,walls and top slabs?

No, an additional construction joint may be added in the Tower Struts subject to the Engineer's approval of location and details. Also, as indicated in Plan Note 1 on Sheet 327 / 899 "CONSTRUCTION JOINTS MAY BE RELOCATED SUBJECT TO THE ENGINEER'S APPROVAL". Additional construction joints or relocated construction joints may be provided at no additional cost to the Department.

Question Submitted: 1/6/2006

Question Number: 13

In the Special Provisions: QA/QC Concrete for Structures, Section .07 Concrete Mix Design, Paragraph (5), Modulus of Elasticity, Creep and Shrinkage coefficients are to be determined. Is this only for the Tower, QSC3, 6000 psi mix?

The intent of .07 (5) of the special provision requiring determination of the Modulus of Elasticity along with Creep and Shrinkage coefficients is intended for concrete components sensitive to the effects of creep and shrinkage. For this project, this pertains to Class QSC3 6,000 psi concrete for the Tower and Class QSC3 7,000 psi concrete for all deck precast and cast-in-place components. Paragraph (4) is not missing. Paragraph (5) should be numbered as paragraph (4).

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 1/6/2006

Question Number: 14

We believe that ODOT should pay for the Railroad flagman for the track crossing on the Kentucky side next to the abutment. Addendum #6 notes that there are public crossings that can be used to cross the tracks. There are only public crossings on the Ohio side of the project. There are no crossings near the bridge location on the Kentucky side where there are 3 tracks that will need to be crossed to get to the work. The majority of the materials for the tower construction will come from the Kentucky side (non Ohio River Barge traffic) side of the project. Delivering all materials to the tower by barge is not cost effective. It appears that crossing the tracks was considered when temporary easement was purchased for an access ramp down to the level of the tracks and across the tracks down to the River edge. Please advise.

ODOT will not be responsible for providing a temporary crossing or pay for the flagging of one. We believe there are other options in crossing the tracks on the Kentucky side. The Bellefonte St. bridge crosses the CSX Railroad approximately 400 ft. west of the proposed structure location and continues between the tracks and the river bank on into Russell KY. One option for the contractor might be to negotiate with the property owner (CSX Transportation as shown on sheet 868/899) and create a haul road along the river bank to the proposed structure location. The temporary easement on the east side of the proposed structure location was acquired for the construction of the Kentucky abutment. If the contractor wants to establish a crossing at the location of this easement he can do so at his own discretion. ODOT will not dictate how the contractor access to the site The contractor should determine his own methods.

Question Submitted: 1/9/2006

Question Number: 15

Special Provision Page 163 of 328 specifies an installed length for the VDD's in the range of 106.3" - 110.8". Drawing 681L of 899 provides a "ref dimension" in the range of 50.3" - 54.8". It appears that these dimensions should be the same.

Please confirm the correct installed length of the VDD's for each type.

Thank you,

Drew Micklus

Thank you for pointing out this inconsistency in the two parts of the bidding documents. Because this item is of small value relative to the cost of the entire project, the Department will not delay the project in order to make a correction. Please prepare your bid based upon your best judgement of the information provided in the bidding documents.

Question Submitted: 11/14/2005

Question Number: 16

Does the Department intend to use a Construction manager for the subject project? If so, please explain the roles of the Construction Manager and the Department's staff on the project.

To avoid an ambiguity, please confirm that no additional construction engineering is required if the plan construction sequence is adopted by the contractor.

Question Submitted: 11/17/2005

Question Number: 17

The plan quantity of 125,213 lb for Bid Item 41100 A588 Gr 50 Cable Anchorage Bearing Plates appears to be low by approximately 40,000 lb if you include the Bearing plate attached to the Cable stay anchorage frame in the tower plus the PT anchor plates and the end plates on the connection between the edge girder and the cable stay. Please revise the plan quantity. The notes for the description for pay qty are on plan sheet 376/899 note 8 and plan sheets 473-484 Note 10 and numerous other plan sheets pertaining to the Cable connections.

Question Submitted: 11/18/2005

Question Number: 18

Step 5 of the Cable Stayed Unit Erection Procedure on sheet 402/525 is titled tower completion. Is it necessary to complete the tower before you continue with segment and cable stay erection?

Question Submitted: 11/18/2005

Question Number: 19

1. Step 5 of the Cable Stayed Unit Erection Procedure on sheet 402/525 is titled tower completion. Is it necessary to complete the tower before you continue with segment and cable stay erection?

2. The plan quantity for Bid Item 415 Tower Steel Anchorage Frames appears to be approximately 49-50% of the actual quantity required. Please revise the quantity in an addendum.

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 11/18/2005

Question Number: 20

The interim & final completion date for the project appear to be off by approximately 12 months. It appears that days lost due to weather have not been considered. In Dec, Jan and Feb of 2006, 2007, 2008, 2009 there will be very little work done. The schedule on plan sheet 685/899 appears to be in workdays and not calendar days.

Weather is especially important during the 518-foot tall tower construction and segment erection. When you speak about weather you normally think of rain or temperature. With a bridge so susceptible to wind as noted in the Wind Engineering Study by RWDI the slightest wind velocities can have a substantial negative impact on work progress and the overall project schedule. Even if the day is sunny and the temperature is 70 degrees the project will be delayed because of wind.

With \$15,000/day liquidated damages for the interim completion date x 365 day = \$5,475,000. I don't think that it is ODOT's intension for the contractors to put that cost into the bid.

With this magnitude of project, the height of the tower, and the weather susceptible nature of this type of construction we believe that asking the contractors to complete a bridge and have it open to traffic in 2.5 years is unfounded.

Question Submitted: 11/18/2005

Question Number: 21

1. Do we disregard Addendums #1 and #2 issued for Project 050538?
2. Since this is an ODOT let project on which we do not pay sales tax on material incorporated into the job, do we pay Kentucky sales tax on the portion of material that is in Kentucky?
3. Since only a portion of this work is in Ohio, is the Commercial Activity Tax only paid on the value of the work that is in Ohio and not on the value of work in Kentucky?

A3) According to the Department of Taxation, CAT tax applies to the entire value of the project.

Question Submitted: 11/28/2005

Question Number: 22

A while back the question was asked whether the Special Provisions would be available on line. Again, this would be useful for companies accessing plans via the web. Will this be done in the near future?

Question Submitted: 12/12/2005

Question Number: 23

It appears from the typical sections that the underdrains extend up to beneath the topsoil and/or sidewalk. Is this a correct interpretation?

Question Submitted: 12/12/2005

Question Number: 24

In the MSE wall notes and special provisions there are multiple references made to the internal friction angle of the select granular backfill being 34 degrees. Please change this by addendum to read 34 degrees or greater. It is impossible to guarantee material at a specific friction angle and this change has been made on numerous recent ODOT bids.

Question Submitted: 12/13/2005

Question Number: 25

On contract drawing sheet 462 of 899, the total minimum movement specified for the modular expansion joint at the KY Abutment is 1' 5" (17"). The details of this joint shown on sheets 462 and 463 show 7 individual seals. At the typical movement per seal of 3" for a modular expansion joint, this would equate to a 21" movement capacity. Per the contract special provisions, page 73 of 328, each individual strip seal shall not exceed 3.15 inches of total horizontal movement. Based on this, the total movement capacity for this expansion joint would be 22". Are there other factors involved that would lead to a 21" or 22" movement requirement versus the 17" minimum specified?

Thank you for your assistance in clarifying this.

Question Submitted: 12/16/2005

Question Number: 26

Sheet 854 shows formliner on the back of the parapet light pole blisters. Is this same formliner pattern on the back side of the railing standard section (where there is no blister)?

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 12/19/2005

Question Number: 27

Can the Department make the Foundation Investigation Report for this project available to the contractors either on the FTP site or by CD-ROM?

Question Submitted: 12/20/2005

Question Number: 28

Addendum 4 changed the Interim Completion Date to August 31, 2009. This is the same date as the Final Completion Date listed in the proposal. Will the Final Completion Date be changed to allow time for the demolition of the existing bridge?

Question Submitted: 12/22/2005

Question Number: 29

We request that the plans for the existing bridge be made available for downloading from the internet.

Question Submitted: 12/29/2005

Question Number: 30

1. A question was asked and answered on Addendum #2 regarding the total relief for the formliner liner on the tower and MSE wall. The special provisions allow a maximum relief of 6 inches. The answer given by ODOT only allows a total of 4 inches (2 inches recessed and 2 inches past the face of the pier). Please clarify.

2. On the R-O-W plan sheet 883 of 899, a dashed line is shown around and adjacent to Pier #3 and has been labeled rubble. What is this material and how is the removal of this material to be paid?

Question Submitted: 12/30/2005

Question Number: 31

1. On plan sheet 16 of 899 Airway/Highway Clearance for Airports and Heliports, the elevation limit for temporary structures or construction equipment is 969 MSL. It appears the the top of the new tower is at elevation 1018.5 MSL which is 49.5' higher than the FAA permits allows. Is there a reason why ODOT has not included this additional height in the permit? How long will the FAA take to review the revised permit? Can we assume that we will be able to get a permit that will allow us to construct the tower using conventional equipment?

Question Submitted: 12/30/2005

Question Number: 32

MOT Sequencing Sheet 25 of 899

1. Phase 1 for Bellefonte Street allows a 30 consecutive calendar day closure. During this closure the temporary shoring wall and half of the west wingwall of the Kentucky abutment must be built. This does not appear enough time to complete the work. Please consider making this closure 90 calendar days.

2. Phase 1 for Campbell Avenue allows a 45 consecutive calendar day closure. During this closure all of Campbell Avenue must be rebuilt as well as complete construction of Pier #7. This does not allow enough time to complete the work. Please consider making this closure 90 calendar days.

Question Submitted: 12/5/2005

Question Number: 33

Given the magnitude and complexity of the project, along with the upcoming holidays, we are requesting a one month postponement of the bid date to allow time to prepare a competitive bid.

Question Submitted: 12/7/2005

Question Number: 34

It appears that the quantity for Bid item 463 Commemorative Plaque should be 2 ea. Plan sheet 158/899 shows 1 location in Ohio and plan sheet 323/899 shows another in Kentucky. Please advise.

Question Submitted: 12/7/2005

Question Number: 35

Plan sheet 647/899 TMD rebar cage shows the rebar required for the TMD concrete. The header for the table showing stated that the list is per TMD which is incorrect it should state that it is per Articulating Mass assembly. There are 2 assemblies per TMD

Question Submitted: 12/9/2005

Question Number: 36

Page 93 of 899 shows for 16" water fittings to be installed. However there is no bid item for 16" pipe. Does the 16" pipe need to be ductile or PVC? Also, can you tell me the wall thickness and spec of the 72" steel casing.

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Ohio Department of Transportation

Prebid Questions

Project No. 050538

Sale Date - 11/22/2005

Question Submitted: 10/16/2005

Question Number: 1

1. Please advise how we obtain the RWDI wind report and electronic data files as indicated on the plans.
2. Will a 3D erection analysis (as opposed to a 2D analysis for each edge girder) be a requirement, or will that decision be left to the contractor?

Question Submitted: 10/17/2005

Question Number: 2

1. 685, Note 1 If the contractor uses the erection sequence detailed on the plans, including the erection equipment assumed, is a complete erection analysis required?
2. Special Provision: Erection of Cable-Stayed Spans;
.02-5 (pg 37) Spec reads "The Contractor's proposed sequence shall lead to a final dead load condition which satisfies the as-designed dead load condition of the bridge, shown on the Plans, within reasonable limits."
a. Where do the plans define the final dead load condition in terms of complete stresses that will be used to evaluate a proposed sequence?
b. How will you define "reasonable limits?"
c. Will the methods, procedures, and stress limits shown on the "for information" plans (Sheets 685+) be applied as a numerical standard for the Contractor's erection scheme?
d. Will you provide tables of service load demands that the Contractor may use to establish dead load limits at the end of construction, which may in turn be used to set the "reasonable limit" for an alternative sequence?
3. Special Provision: Erection of Cable-Stayed Spans;
.05 and .11 (pgs 42-44) Please clarify the requirements for stay installation as they relate to both engineering and stay system approvals with respect to the following specification provisions. At .05 e 3, the text implies that initial installation must be to length, and that strands must be cut to within 1/10,000th of the theoretical length. At .11 the text states that the Contractor's engineered plan will prescribe both force and elongation for cable installation. Text goes on to say the initial installation is generally to force, and subsequent adjustments shall be to length.
Questions:
a. If the initial installation is to force, the initial unstressed length of the strand is irrelevant to later adjustments (adjustments are still to length). If isotensioning is used (this is force based) the initial cut length is also irrelevant. Will the provision in .05 e 3 be required if initial installation is to force?
b. When the Contractor's engineering establishes both force and elongation for stay installation, is the priority of force or elongation the option of the Contractor? (ie, when deck weight or girder fabrication is not precisely as assumed, neither force nor elongation will theoretically achieve deck grade.)
c. Will the Contractor have the option of accommodating field tolerances for steel fabrication and deck weight by erecting to target deck geometry (shown as part of his engineered erection plan), as long as cable forces are within allowable limits?
4. Given that the final plans were only made available at the end of September and given the fact that was not sufficient time to adequately review the plans prior to the pre-bid meeting to determine questions, would the Department consider delaying the bid opening two months to allow more time to review the plans and to prepare a bid?

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 10/17/2005

Question Number: 3

1. 685, Note 1 If the contractor uses the erection sequence detailed on the plans, including the erection equipment assumed, is a complete erection analysis required?

2. Special Provision: Erection of Cable-Stayed Spans;

.02-5 (pg 37)Spec reads "The Contractor's proposed sequence shall lead to a final dead load condition which satisfies the as-designed dead load condition of the bridge, shown on the Plans, within reasonable limits."

a.Where do the plans define the final dead load condition in terms of complete stresses that will be used to evaluate a proposed sequence?

b.How will you define "reasonable limits?"

c.Will the methods, procedures, and stress limits shown on the "for information" plans (Sheets 685+) be applied as a numerical standard for the Contractor's erection scheme?

d.Will you provide tables of service load demands that the Contractor may use to establish dead load limits at the end of construction, which may in turn be used to set the "reasonable limit" for an alternative sequence?

3. Special Provision: Erection of Cable-Stayed Spans;

.05 and .11 (pgs 42-44)Please clarify the requirements for stay installation as they relate to both engineering and stay system approvals with respect to the following specification provisions. .05 e 3. The text implies that initial installation must be to length, and that strands must be cut to within 1/10,000th of the theoretical length. .11 The text states that the Contractor's engineered plan will prescribe both force and elongation for cable installation. Text goes on to say the initial installation is generally to force, and subsequent adjustments shall be to length.

Questions:

a.If the initial installation is to force, the initial unstressed length of the strand is irrelevant to later adjustments (adjustments are still to length). If isotensioning is used (this is force based) the initial cut length is also irrelevant. Will the provision in .05 e 3 be required if initial installation is to force?

b.When the Contractor's engineering establishes both force and elongation for stay installation, is the priority of force or elongation the option of the Contractor? (ie, when deck weight or girder fabrication is not precisely as assumed, neither force nor elongation will theoretically achieve deck grade.)

c.Will the Contractor have the option of accommodating field tolerances for steel fabrication and deck weight by erecting to target deck geometry (shown as part of his engineered erection plan), as long as cable forces are within allowable limits?

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Question Submitted: 10/25/2005

Question Number: 4

1) Plan sheet 469 of 899, angles theta & B2 appear to be reversed. 2)Is the plan weight for the tower anchorage frames for both the right and left legs? 3)Plan sheet 492 of 899, the 1 1/4" and 1 1/8" HS Bolts are switched from section C-C to detail E.

Question Submitted: 10/27/2005

Question Number: 5

Due to the complexity of the project, and numerous specialty items, please postpone the letting date 60 days, in order to allow sufficient time to bid the project.

More than three months were given for both the US Grant and Pomeroy-Mason projects, and nearly 6 months for the Maumee River Crossing project. November 22nd, does not provide enough time to properly prepare conceptual schedules, construction details, evaluate erection equipment options and methods, and simply gather enough pricing information for subcontractors and suppliers to develop an estimate. The DOT has had years to design and estimate the project, and needs to provide more time for Contractors to study and bid the project.

At this time the Department respectfully declines to delay the letting of this project.

Question Submitted: 10/3/2005

Question Number: 6

1. Special provision 511.02 states that a digital version of the images will be provided for the Mural. Is this a 2-D or 3-D drawing?

2. Can ODOT provide the digital version of the images for the Mural on a FTP site for all contractors and form liner suppliers to use prior to the bid?

3) The mural on the tower falls under the same spec as the retaining wall and I assume it also has 6" of relief in the image. Does the image stick out from the dimensions shown? In other words is the tower base actually 33' wide rather than the 32' shown?

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: 10/31/2005

Question Number: 7

A PREBID QUESTION REGARDING THE IRONTON WATERLINE SYSTEM GATE VALVES WAS ANSWERED THAT THERE ARE RELATIVELY NO WORKING VALVES WITHIN THE SYSTEM. WILL THIS SITUATION REQUIRE HOT TAPS TO TIE INTO THE EXISTING SYSTEM? IS ODOT GOING TO PROVIDE BID ITEMS FOR THESE TAPS? WHAT ARE THE EXISTING WATERLINE MATERIALS THAT WE ARE CONNECTING INTO?

Question Submitted: 11/4/2005

Question Number: 8

Please provide online access to the Special Provisions for this project. Since many of the smaller subcontractors and suppliers are accessing bid documents via the website, it would be useful to have access to this information.

Question Submitted: 9/27/2005

Question Number: 9

On Plan sheet 294 of 899 Paragraph 8.2 there is mention of a Wind Engineering Study report prepared by RWDI that is available from ODOT on CD. Can a copy of that CD be sent to us or a pdf file put on an FTP site for contractor use?

Question Submitted: 9/27/2005

Question Number: 10

What are the sizes of the Raised Relief Images are on the retaining walls and the tower. There is probably an electronic file for each of these images. Can the electronic files be put on an FTP site for the contractors and form liner suppliers to use?

Question Submitted: 9/27/2005

Question Number: 11

During review of the special provisions for the project I noticed that the "Stream Construction Permit No.14510" issued by the Commonwealth of Kentucky Environmental & Public Protection Cabinet division of Water will expire if work is not started by October 7,2005. The project does not bid until Nov 22,2005.

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.