

# Ohio Department of Transportation

## Prebid Questions

Project No. 090056

Sale Date - 1/28/2009

Question Submitted: 2/17/2009

Question Number: 1

On sheet 4/46, column two, paragraph one note states "Do not field weld or splice steel soldier piles." The piles and panel seats are galvanized. 1. Does this note eliminate field welding of the panel seats as detailed on sheet 41/46? A significant amount of preparation is required for removing the galvanizing, welding the angle seats, then re-applying galvanizing in the field. 2. To ensure a level lagging panel, most seats would have to be field adjusted on the pile or shimming would be required. On sheet 4/46, column two, paragraph four note allows a tolerance of 3 inches for the drilled shaft height. Can concrete brick or bearing pads be used to adjust the elevation of the lagging panel in the field?

Question Submitted: 2/17/2009

Question Number: 2

On Sheet 4/46, Last Column, Last Paragraph: The note states the contractor shall not place any asphalt for 30 days between stations 3327+00 and 3331+00 upon completion of the embankment. The note on sheet 6/46 allows the road to be closed for 84 days starting May 23rd to August 14th. Does the contractor have to complete the drilling between stations 3327+00 and 3331+00 prior to starting the embankment reconstruction with the 3' thick Granular Material per the typical detail on sheet 3/46?

**The contractor does not have to complete the drilling prior to starting the embankment reconstruction with the 3' thick Granular Material. But the drilling and wall must be completed in order for the subgrade and embankment to be completed. Once the embankment to subgrade elevation has been completed the 30 day waiting period will begin.**

Question Submitted: 2/17/2009

Question Number: 3

1. The Drilled Shaft note on sheet 4 states that the measurement for payment will be from the existing ground to the top of bedrock for the 'Above Bedrock' item. It appears from the cross sections and wall profile sheets that the top of shaft elevation is well below existing ground. The plan quantities only account for the length from top of shaft, not top of existing ground. Please clarify the method of measurement. 2. Please verify the lengths for Drilled Shafts Above Bedrock in the table on sheet 43. They appear to be the difference between the Soldier Pile Length and the Into Bedrock Length, which seems like an over-statement.

Question Submitted: 2/17/2009

Question Number: 4

There is a significant amount of grading to get to the top of shaft elevation. Where is this excavation and subsequent backfill paid for? In order to provide the best stabilized paving surface, would the Department consider adding an item to backfill the entire excavation behind the wall with granular material?

**A: See note Quantities for Paving - 3rd Paragraph on sheet 4 of 46 for excavation and subsequent backfill of existing ground. Additional embankment required to reach proposed grading is paid for under Item 203 - Embankment as shown in the Earthwork and Seeding Table on Sheet 10 of 46.A: No.**

Question Submitted: 2/17/2009

Question Number: 5

On sheet 6/46 the detour route is shown. Will ODOT be installing the detour signs or will that be considered part of the maintenance of traffic?

**The detour signing will be per CMS 614.06A. - Department Detour Signing.**

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.