

# Ohio Department of Transportation

## Prebid Questions

Project No. 080027

Sale Date - 1/25/2008

Question Submitted: 1/10/2008

Question Number: 1

For the precast spandrel panel support steel described on sheet 70/116, there is no coating method in the plans. How are these members to be coated?

### Addendum

Question Submitted: 1/10/2008

Question Number: 2

Please note, that on page 92/116 of the project that note 1.) Specifications, refers to notes on the plans and these are supplemental to items 625 and 725 of the 2005 CMS book and Standard Drawings. Will the requirement for QPL be waived for notes 4.) and 14.)? There is no subsection in 725.11 for the Type A, B, and C, nor a specification for same listed in note 4.). Also in 725.11 I can not find any reference to Fiber Optic Lighting in that section and no specification other than what is listed on the plan page 92/116. Please advise?

**(1) There are no QPL's for decorative luminaires or fiber optic lighting. (2) The intent of the designer's naming convention on the decorative luminaires (Type A, B or C) is not to direct you to a subsection of the CMS, but rather to correspond with the Lighting Plan sheet 95/116. (3) There are no CMS specs for fiber optic lighting. The specs are listed in the plans on Lighting General Notes sheet 92/116. (4) Referring to the Decorative Light Poles, the department does not waive the QPL requirement. A product needs to be on the appropriate QPL before either the product or its paperwork arrives at the job site but not before award.**

Question Submitted: 1/4/2008

Question Number: 3

1 - The piers on this project are long, high & generally 7' thick. Will the pours above the pier footings be classified as mass concrete? If so will the department issue a mass concrete specification that covers these pours? 2 - On two recent projects in

**Answer: No. The pours above the pier footings will not be classified as mass concrete. Answer: A note has been added in the upcoming addendum.**

Question Submitted: 1/5/2008

Question Number: 4

For Ref. 129 RAILING, MISC. GALVANIZED STEEL PIPE RAILING, 1-1/2" PIPE SIZE, there are notes on sheets 85 and 86 that say to shop apply zinc primer and top coat with black paint. Is the railing supposed to be galvanized per the item description, or painted per the plan notes?

Question Submitted: 1/6/2008

Question Number: 5

1. Please clarify the pay limits of Ref. 129, RAILING, MISC. GALVANIZED STEEL PIPE RAILING, 1-1/2" PIPE SIZE. 2. Where is the aluminum stair railing shown on sheet 86/116 paid for? Does note #7 apply to this aluminum railing? It seems unusual to use zinc primer and paint on aluminum

Question Submitted: 1/7/2008

Question Number: 6

The link provided for the existing plans is not working. Would you please correct this problem.

**<http://www.dot.state.oh.us/CONTRACT/ftp/attach/MOT-25766/>**

Question Submitted: 1/7/2008

Question Number: 7

1) Reference 129 calls out 1-1/2" Galvanized steel pipe handrail, but the handrail detail on sheet 86 of 116 shows 1-1/2" aluminum pipe. Can you clarify this? 2) On sheet 87 of 116 it is not clear which base plates go with what railing and it calls for a 10"x8"x3/4" but the detail shows a 10"x10". Which size is it, and why are there two 1-3/4" holes in one view and one 1-3/4" holes in the other?

**Answer: Addendum #1 changed the aluminum pipe callout to steel pipe. Answer: See revisions and clarification in the upcoming addendum.**

Question Submitted: 1/7/2008

Question Number: 8

1. Normal water elevation is 719.8. There is no mention in the plans and specs of a top elevation for the Causeway in the river. Are the contractors correct to assume that for a water elevation at or below 724.8 the contractors are responsible for repairs necessary to the causeway and for a water elevation above 724.8 ODOT is responsible for repairs to the causeway and inside the pier cofferdams?

**(a) Supplemental Specification 832 requires the causeway be constructed a MINIMUM of 1' above normal water elevation. Building the causeway to this minimum elevation in no way guarantees the Contractor unrestricted access to the work at all times. (b) No. Repairs to the causeway are the Contractor's responsibility regardless of the water elevation. ODOT will compensate the Contractor for repair and cleanup of items located within the sheeted cofferdams when the water elevation exceeds 724.80.**

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# Ohio Department of Transportation

## Prebid Questions

Question Submitted: 1/7/2008

Question Number: 9

1. Plan note under Railing, Concrete, APP on sheet 48/116 states that the cost of the railing includes all labor and materials to complete the work. The epoxy rebar that is embedded into the railing is included in bid item 115. Typically the rebar embedded in the railing is incidental to the railing. Is it ODOT'S intension to pay for the rebar under Bid Item 115.

Question Submitted: 1/7/2008

Question Number: 10

1. There are no bid items set up for Retaining wall concrete. We assume that Retaining wall 2 & 3 are to be paid for under substructure concrete for the abutments. Where is Retaining Walls 1 to be paid for? If all Retaining walls are to be paid for under substructure concrete then we believe the quantity needs to be revised. 2. There are no bid items set up for the concrete stairs. Where are the concrete stairs to be paid for?

Question Submitted: 1/7/2008

Question Number: 11

The conduits in the new sidewalk on the bridge displace a considerable amount of concrete. Will ODOT deduct the concrete displaced by the conduits? If so please verify that the bid quantity is correct.

Question Submitted: 1/7/2008

Question Number: 12

1. The quantities for bid items 113 & 114 appear to be incorrect. Please revise in an addendum.

Question Submitted: 1/7/2008

Question Number: 13

Regarding Ref. 143 Asbestos Abatement, there is no way to quantify what will have to be removed, thus no way to accurately bid this item. We recommend removing this bid item and handling abatement via change order once ODOT performs the asbestos inspection. This has been done on other projects in the past.

Question Submitted: 1/8/2008

Question Number: 14

1. What is Bid item 135 patching concrete structures to be used for? There are no details in the plans.

**Item 519 Patching Concrete Structure is for the existing retaining wall on the northeast corner of the bridge. Details are shown on sheet 41/45 (87/116).**

Question Submitted: 1/8/2008

Question Number: 15

Can the existing bridge plans be made available on an ftp site?

Question Submitted: 1/8/2008

Question Number: 16

Can the existing bridge plans be made available on an ftp site?

**<http://www.dot.state.oh.us/CONTRACT/ftp/attach/MOT-25766/>**

Question Submitted: 1/8/2008

Question Number: 17

The Plan note on sheet 47 / 116 under "Static Load test" actually requires Dynamic load testing with Restrikes. Is there actually a Static load test required or should the bid item be changed to Dynamic load tests and another bid item added for restrikes as seen on previous projects.

**Addendum #1. The Static Load Test was deleted and the Dynamic Load Test quantity revised.**

Question Submitted: 1/8/2008

Question Number: 18

1. The existing plans show 2 sets of tracks on the existing bridge. Are they still there under the existing road surface?  
2. Since the existing plans furnished on the website are not legible with regards to dimensions etc. can they be viewed at the district office? If not where can they be viewed?

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# Ohio Department of Transportation

## Prebid Questions

Question Submitted: 1/8/2008

Question Number: 19

1. Could more direction be given for the pipe cleanout item? What specific pipes, or what diameter pipes are to be anticipated to determine the amount of work and refuse? Perhaps a better way to handle this item is to eliminate it and set-up a force account if it needs done. 2. On sheet 63/116 elevations are given for every pier. Using these elevations and the concrete medallion details it appears that the connection for pier 4 will have to be made below the beam set elevation and not the pier extension 9 3/4" above the beam seat for the medallion connection. Pier 2 also is really close and there might not be enough clearance for the connections. Could the elevations be reviewed and direction be given as to whether a connection detail that may be needed for the medallion to the pier stem. 3. Will the department pay for the seeding and mulching for the access roads to allow for pile, beam, and other material deliveries down to the river level? 4. Several places the plans state that a rubbed finish should be provided according to 511.88. Should this read 511.18? 5. The two most recent bridge projects in the Great Miami River located in the Dayton Area both utilized cofferdams that sheeted half of the river at a time to allow construction of the bridge. One project was slightly upstream and one slightly down stream will this method be allowed on this project? Would this require a permit resubmittal? 6. The cofferdam permit allows for a volume of fill to be placed in the river. It appears that when the fill is calculated using the causeway diagram given in the permit this volume of fill only fills the river to the ordinary high water. Per the permit, any changes must be resubmitted. Will fill above OHW require a resubmittal and approval by USACE? 7. What are the specifications for the "aerosol expandable foam filler" to be used for the joint construction at the arch panel sections? 8. On sheet 102/116 a 4"x 4" FRP angle is shown that is assumed to run the length of the bridge on both faces. Where is this angle to be paid, or should a new item be created for this angle? 9. Please furnish a copy of the "memorandum of agreement between FHWA and the Ohio State Historic Preservation Office" referenced in #7 of the Special Conditions of the Permit Issue by the USACE. 10. Is pavement removed, curb removed, sidewalk removed, excavation of the dirt fill, etc. over the existing structure incidental to the portions of structure removed item? 11. Due to the tight access of the delivery of the beams along with additional materials may need to utilize the existing bikeway. Would the department consider setting up items to repair the bikeway in the same way items are set up to repair a detour when the detour utilizes roads not owned by ODOT?

Question Submitted: 1/8/2008

Question Number: 20

1. There is not a bid item for expansion Joints. Plan sheet 84/116 shows sidewalk expansion joint details. Please provide a bid item in an addendum.

Question Submitted: 1/8/2008

Question Number: 21

1. It appears that there should be a bid item for the 10 ea. precast medallions that get attached to the piers. 2. Detail 1 for the Precast Medallions on plan sheet 71/116 does not show how the 1" Diameter threaded stud connects to the MK1 plate embedded into the Precast Medallion. 3. Detail 1 for the Precast Medallions on plan sheet 71/116 does not show the material type etc. details of the 1" Diameter threaded stud. 4. WE think that connections Detail at the top right of plan sheet 71/116 shows a shop weld between Plate MK4 and MK2. Please clarify this detail. The precasters may want to attach MK4 after the medallion is cast. Field details are needed to show how to attach MK4 and repair the coating on the exposed steel. 5. The precast Spandrel Panels Bid qty of 12 ea is incorrect. It should be 120 ea.

Question Submitted: 1/8/2008

Question Number: 22

1. Can SIP Metal Decking be used for bridge deck forms?

**SIP Metal Decking will not be used for bridge deck forms.**

Question Submitted: 1/9/2008

Question Number: 23

In several places on 85/116 the reinforcing steel labels include "see note 4". Note 4 refers to caulking under base plates.

Perhaps the reinforcing steel labels should refer to note 3 and note 4 should apply to the handrail base plates. Please advise.

Question Submitted: 1/9/2008

Question Number: 24

The plan note on 48/116 indicates that all dowel holes and use of a pacometer to avoid interference with existing rebar is incidental to 509 reinforcing steel. There are over 260 dowel holes required. Please consider adding a bid item to pay for dowel holes according to 510.

Question Submitted: 1/9/2008

Question Number: 25

The Semi-Integral Abutment Expansion Joint Seal note on 47/116 and details on 74/116 indicate that Vinylex TWB 9-18 waterstop is to be placed in 2"x4" block-outs on both sides of the joint between the abutment and the abutment diaphragm with the block-outs filled with epoxy grout. This waterstop will be over 70 feet long at both abutments. The manufacturer's product guide does not recommend this waterstop for applications over 50 feet long. Will the department specify a different product?

**The Department will not specify a different product. We have confirmation from Vinylex that a splice can be made.**

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## Ohio Department of Transportation Prebid Questions

Question Submitted: 1/9/2008

Question Number: 26

Item Special - Pipe Cleanout note on sheet 5 refers to "...conduits specified in the plans." Where are the pipes to be cleaned out identified in the plans? What are the sizes of the pipes to be cleaned out?

Question Submitted: 1/9/2008

Question Number: 27

One of the bronze plaques shown on 81/116 includes what appears to be a picture. Who will supply the artwork for this picture? Will half-tone etching be an acceptable process for this picture?

Question Submitted: 1/9/2008

Question Number: 28

Will the Department provide artwork for the bronze plaques?

Question Submitted: 1/9/2008

Question Number: 29

Sealing with HMWM Resin note on 48/116 refers to "adhesive blasting". Please provide details for this process.

Question Submitted: 1/9/2008

Question Number: 30

Does the existing structure have piling? If so, existing piles may interfere with the proposed piles, particularly at pier 1 and 5 and at the abutments. How will any interference be dealt with?

**Existing plans do not show piling (massive spread footings are quite adequate to do the job) and previous constructed projects in Dayton have proven the piling to be nonexistent. Therefore the assumption is that no pile exist.**

Question Submitted: 1/9/2008

Question Number: 31

Which wage decision number and modification date applies to this project?

**The most recent modification as of the date that the project lets, applies. Currently the most recent modification is #11, dated 1/4/08. Should a new modification be published prior to the letting date on 1/25/08, it will be the one to use.**

Question Submitted: 1/9/2008

Question Number: 32

Reference number 143 SPECIAL-ASBESTOS ABATEMENT, is the asbestos inspection being referenced in the general notes on sheet 48/116 the special provision for the OEPA notification of demolition and renovation sheet? If it is, that sheet indicates as inspected by Eric P. Slosser certification number 32382 that no asbestos is present. If this is in fact the inspection being referenced is there a need for an item for Asbestos Abatement? If this is not the inspection being referenced, what inspection is being referenced?

### **Addendum**

Question Submitted: 1/9/2008

Question Number: 33

On 82/116 and 83/116 note 4 refers to "the railing portion of the moment slab" and note 5 refers to "sidewalk portion of the moment slab". Is the intent that payment for each moment slab will be divided between 517E74501 railing and 898E11100 sidewalk? It seems unusual that a slab on grade is to be paid as superstructure concrete. If part of the moment slab is included with 517E74051 for payment, does that portion of the moment slab have to conform to the note on 48/116 that calls for SCC?

Please clarify how the moment slabs are to be paid.

**Payment for the moment slabs is divided between 517 (the rail portion of the moment slab) and 898 (the sidewalk portion of the moment slab). The rail portion of the moment slab must conform to self-consolidating concrete (SCC). This was done because District 7 prefers self-compacting concrete (SCC) for the railings. Since we did not use SCC for the sidewalks on the bridge but rather 898 concrete, it followed that we would not use SCC concrete for the "sidewalk" portion of the moment slab off the bridge and as such elected to match what was on the bridge, thereby specifying 898 concrete.**

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