

# Ohio Department of Transportation

## Prebid Questions

Project No. 060510

Sale Date - 12/13/2006

Question Submitted: 10/24/2006

Question Number: 1

Is it possible for the existing plans for this structure be made available via the internet?

Question Submitted: 11/13/2006

Question Number: 2

Page 44 of the proposal lists a completion date of 8/15/2007.

The "Construction Noise" note on plan sheet 3 prohibits work involving power equipment between 9 PM and 7AM.

The "Instream Work" note on plan sheet 3 limits instream work to April 15 through June 15.

"Structure General Notes 4" on plan sheet 29A prohibits connection of the pre-cast fascia panels to the deck slab until the deck slab concrete has achieved the 28 day design strength (4500 psi).

The existing structure cannot be removed without "instream work".

Can the project schedule be adjusted to allow more time between the beginning of instream work and the project completion so it will be possible to complete the project on time?

**The completion date was revised in addendum #1. No other adjustments to the schedule will be made.**

Question Submitted: 11/13/2006

Question Number: 3

Page 44 of the proposal lists a completion date of 8/15/2007.

The "Construction Noise" note on plan sheet 3 prohibits work involving power equipment between 9 PM and 7AM.

The "Instream Work" note on plan sheet 3 limits instream work to April 15 through June 15.

The existing structure cannot be removed without "instream work".

Can the project schedule be adjusted to allow more time between the beginning of instream work and the project completion so it will be possible to complete the project on time?

Question Submitted: 11/17/2006

Question Number: 4

Plan sheets 34/70, 35/70, 38/70 and 39/70 show 24 additional #10 reinforcing bars in each of the four drilled shafts under the wingwalls which extend 11' into the wingwalls. On all four sheets, section D-D at the bottom of the drilled shaft does not show these bars and section A-A looks like these bars do not extend to the bottom of the drilled shaft. There is no dimension given for the distance from the bottom of the shaft where these bars are to end. The bar list does not include a length for these bars.

What is distance from the bottom of the drilled shafts where these additional bars end?

**Assuming the bars the contractor is referring to are the 1002 bars on the wingwall detail sheets. These bars are 22' long. They will extend 11' into the wingwall and 11' down into the drilled shaft. They do not extend to the bottom of the drilled shaft.**

Question Submitted: 11/17/2006

Question Number: 5

On plan sheet 29/70 "Item Special - Structure Misc., Historical Marker" calls for a marker at both the rear wingwall right and at the forward wingwall left.

On plan sheet 59/70 note 1 says "A total of two new historical markers are required..."

In the proposal, the quantity and unit for line 0093 530E00400 Item "Special - Structure Misc.: Historical Marker" is 1 each.

If two historical markers are required, should the quantity be 2 or the unit be lump sum?

Question Submitted: 11/21/2006

Question Number: 6

Is the datum on the existing plans the same datum as the datum on the new plans?

**The existing plans were made available on the second addendum. The benchmarks and centerline on the current project are different than the existing (1930) construction plans.**

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# Ohio Department of Transportation

## Prebid Questions

Question Submitted: 11/22/2006

Question Number: 7

Is section F-F on 57/70 typical of all four corners or just the northeast and southwest corners as shown?

**Section F-F does apply to all four corners as explained in the text "Forward Approach Slab Shown, Rear Approach Slab Equal, Reverse".**

Question Submitted: 11/22/2006

Question Number: 8

Which joint treatment is correct for the joint between the approach slab and the deck, the one shown on Section A-A page 47/70 and 48/70 or the one shown on Section C-C on page 57/70?

**There is no conflict between Section A-A on pages 47/70 and 48/70 and Section C-C on page 57/70. Section A-A describes the joint treatment in greater detail than Section C-C.**

Question Submitted: 11/22/2006

Question Number: 9

Are the abutment and pier pylons at the "Texas Type Ornamental Railing" included for payment with the 517 railing? To match the plan quantity of 692 ft of railing, these pylons and all the rail and pylons on the approach slabs have to be included, but the reinforcing steel for the abutment and pier pylons (DA503, DA808, D501 and D801) is included in the bar list for 509 reinforcing steel.

**The quantity of 692 FT of Item 517 railing is correct and does include payment for the abutment and pier pylons (see note on page 4/40), including the reinforcing steel listed on sheets 53/70 and 58/70. The reinforcing steel for DA503, DA808, D501 and D801 is considered part of the main reinforcing which goes from the abutment and pier diaphragms into the pylons and therefore listed in sheet 39/40 to be paid under Item 509 Epoxy Coated Reinforcing Steel.**

Question Submitted: 11/28/2006

Question Number: 10

Plan sheet 54/70 shows the metal rail being anchored to the concrete Texas rail pylons with 7/8" Hilti HSL Torque Controlled Heavy Duty Stainless Steel Sleeve Anchors or approved equal by the Project Engineer. Hilti says they do not make any 7/8" stainless steel sleeve anchors.

What other anchors will be acceptable?

Question Submitted: 11/28/2006

Question Number: 11

Plan sheet 54/70 shows the metal rail being anchored to the concrete Texas rail pylons with 7/8" Hilti HSL Torque Controlled Heavy Duty Stainless Steel Sleeve Anchors or approved equal by the Project Engineer. Hilti says they do not make any 7/8" stainless steel sleeve anchors.

What other anchors will be acceptable?

Question Submitted: 11/28/2006

Question Number: 12

Addendum No. 2: 1) General Notes 1, Sheet 3/70 - "Instream Work" note: Instream activities will be prohibited from April 15th through June 15th. Question - Does the above restriction include work on Pier No. 2 (Station 841+12.27) and the Forward Abutment (Station 842+02.25)?

**This restriction is for work within the normal water elevation which does not include pier number 2 and the forward abutment (see profile view on sheet 25/70 and elevation view on sheet 26/70)**

Question Submitted: 11/28/2006

Question Number: 13

Regarding the elastomeric bearings, the General Notes on sheet 28/70 state "Provide A709 Grade 36 Structural Steel" but bearing note #3 on sheet 52/70 states "Shop fabricate the load plates and HP shapes using ASTM A709 Grade 50 steel and galvanize in accordance with 711.02."

Please clarify grade of steel to be used and coating system for the load plates and HP shapes.

Thank you.

Question Submitted: 11/28/2006

Question Number: 14

What type of concrete is to be used in the intermediate diaphragms - the standard drawing calls for Class "S" - is this correct?

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## Ohio Department of Transportation Prebid Questions

Question Submitted: 11/28/2006

Question Number: 15

Relative to your answer to a question submitted Nov22, about Section F-F onb 57/70 - the joint assembly is only shown on one corner of the plan view titled Typical Approach Slab Reinforcing Schedule" and is not called "typical" and therefore would not apply to the other corner. Please clarify again, is the joint assembly required at all 4 corners?

In reviewing the information supplied in the waterway permit, it appears that the proposed causeway is only allowed for work at Pier 1. No other causeways can be installed in the river at any time. Is this correct? I have spoken to the USACE and they informed me that if there were any fills required to be made other than those specifically shown in the permit, "Plans showing temporary fills, Attachment B", a permit modification would have to be filed and approved. The causeway shown extends off of the construction limits and no fill for access is shown to be allowed at the Rear Abutment. The permit does mention a fill amount of 1400 cy +/- and there is of course areas under the other spans of the bridge which could be excavated to provide for river flows. In the past, most contractors have been able to manipulate the temporary fills (causeways) as needed to construct the projects, as long as when they were done, the channel was returned to original conditions. It would appear that due to the constraints of the permit and the temporary easements acquired for the work on this project, this will not be allowed without a permit modification being approved, and there is not time for this to meet the schedule of this project. Normally, if the contractor has specific constraints relative to his work in the stream, this is clearly stated in the plan notes. Please clarify, will we be able to place fills in the stream as needed for construction without a permit modification?

Please clarify the "Lump Sum Minus Incentive" proposal note - on what day is the contractor give the full bonus, and/or on what day does the bonus go to -0-.

The "Structure Removed, APP" plan note on 27/70 requires that the "removal of all of the existing concrete arch structure components." The Proposed Work note on the same plan sheet, No. 4 requires "Removal of piers and abutments to levels that will accept the construction of the new work. These two requirements appear to potentially conflict - much of the abutments could be construed as "arch components". Please clarify the demolition requirements.

There is no note regarding the placement of the concrete in the end diaphragms - normally these are required to be placed with the deck - is this the requirement or can they be placed separately ahead of the deck pour.

If weather days prohibit the construction of the required bridge elements in the river (Rear Abutment and Pier 1) before April 15, 2007, will a time extension be granted for the affect this would have on our schedule?

Question Submitted: 11/30/2006

Question Number: 16

Assuming that the material which is excavated behind the abutments is of a granular nature, would ODOT allow the use of this material as backfill in lieu of the required 703.16 C, Type B?

Question Submitted: 11/8/2006

Question Number: 17

The proposal completion date is 8-15-07. Page 4 of plans shows an 8-15-07 completion date in the lump sum minus contract table. Page 3A shows a 9-15-07 completion date. Please clarify.

Question Submitted: 12/1/2006

Question Number: 18

Will stay-in-place metal forms be allowed for the deck falsework on this project?

**No.**

Question Submitted: 12/4/2006

Question Number: 19

Our proposed demolition method of the existing structure will result in dropping the stripped barrel arch of span 1 into the stream and retrieve the debris in a continuous operation. Please confirm this method complies with the demolition debris note on page 3/70.

**The contractor is asked to "avoid and/or limit" debris from entering the waterway. It is not prohibited. The District does not oppose your proposed method. Equipment is expected to sit on dry ground, out of the water, when reaching into the water to clean out any debris that has fall into it. Any debris that enters the waterway is expected to be removed within 24 - 48 hrs to prevent flooding or damage to the waterway.**

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## Ohio Department of Transportation Prebid Questions

Question Submitted: 12/4/2006

Question Number: 20

Relative to your answer regarding the "Structure removed, APP" note, it is indicated that the portions of the existing structure which are more than 1 foot below "EXISTING" (emphasis added) grade, and do not conflict with the new, can stay in place. Did you mean to say 1 foot below the "PROPOSED" (emphasis added) grade and not conflicting with the new structure?

Relative to the work pads and the permit, is the excavation and backfill for pier 2 and both abutments included in the yardages shown in the permit? If not, should it be? What is the OHW elevation (is it the same as the NWS elevation)?

The revision of the plan note for the bearings (#3) is still unclear. Do you mean that galvanization is required in conjunction with either grade of steel or just Grade 36?

The answer give to No. 19 in Addendum 4 relative to the type of concrete to use in the intermediate diaphragms references a note on 29A/70. The only note on this page is for the deck concrete and requires the use of QSC2 concrete for the "fascia diaphragms at the intermediate diaphragms", and the intermediate diaphragms are bid per each and are addressed in plan note for Item 515 on sheet 28/70 and does not specify the use of QSC2 concrete.

**Answer: The "proposed grade" in general matches the "existing grade". Existing structure must be removed from one foot below "proposed" grade and above. Answer: The volume of material for excavation and backfill does not need to be permitted if it matches existing grade when complete (ie. No Permanent Fill Added). Pier 2 and the forward abutment do not need to be included in the permit because they are not in the water at normal water level. The OHW elevation (Ordinary High Water) is the same as the NWS (Normal Water Surface) in the plans. Answer: Yes. Galvanize either one. Answer: Addendum #4 makes QSC2 concrete the material to be used for the intermediate diaphragms. "as per Sheet 29A/70." is not relevant**

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