

Ohio Department of Transportation - Prebid Questions

Project No. 150509

Sale Date - 9/24/2015

ADA-87230 - SR 73-6.34

Question Submitted: 9/22/2015 11:54:32 AM

The plans call for a temporary signal to be installed for the bridge construction, however, there are no transformers in the area to provide power to this location. Will there be a contingency in the contract for the costs to provide temporary power in this location?

The cost is included in the Maintaining Traffic bid item.

Question Submitted: 9/16/2015 8:40:04 AM

There are additional issues with the SCC concrete for the abutment and pier diaphragms. The plans show a horizontal construction joint at the bottom of the deck and top of the diaphragms. Since the two concrete mixes used in the deck and diaphragm are different this joint is not feasible unless the diaphragms are poured prior to the deck. Plan notes state the diaphragm must be placed after the adjacent span deck is poured. This means horizontal joints in the deck are required. Additionally, since the mixes are different pouring the diaphragms with the deck as an option is not possible as changing the mix going through the pump for each location will be difficult and cause mixing of the two separate concrete mixes. Will ODOT allow the few feet of each deck end and then approximately 4 FT each way of the centerline of pier to be SCC mix poured after the deck pour? Another solution to this is to allow the QC-2 mix to be used in the diaphragms as previously asked. If ODOT does want the SCC mix in the diaphragms per the plan notes please provide details how they would like the construction joints to keep the two mixes separate.

The plan note requires that the diaphragm concrete be placed after the deck placement in the adjacent span or at the time of the deck concrete placement with the approval of the Engineer if the placement submittal can assure that the deck concrete in the adjacent span will be placed before the concrete in the diaphragm has reached its initial set. The SCC QC 2 concrete may be used in the deck as needed.

Question Submitted: 9/15/2015 8:43:41 AM

Will ODOT consider allowing LSM Type 2 for REF # 99. The bid item is for LSM Type 1, but typically either type of LSM is allowed in this application?

No, please bid as per the plan.

Question Submitted: 9/14/2015 3:24:55 PM

Will ODOT consider eliminating the requirement for the "SCC" concrete for abutment and pier diaphragms. This is reference number 77. In this area of the state that mix may be difficult to come by and be at a much higher costs. Numerous pier and abutment diaphragms of similar nature but on I beams with less clearance have been poured with a QC-2 no problem.

The SCC mix will require a complete new JMF and for only 101 CY will increase the costs of this mix drastically where we do not see the benefit on this particular project.

No, please bid as per the plan.

Question Submitted: 9/10/2015 4:17:39 PM

Please clarify REF # 76 epoxy coated reinforcing steel. Rebar tables on plan sheets 53 & 54 include beam(girder) rebar, intermediate diaphragms, drilled shaft rebar as well as the rest of the bridge rebar. We cannot add up any combination of the tables to get the plan weight of 88,378 lbs. Can ODOT please check these tables and let us know what weight will be paid in REF #76 and what weights are incidental to specific bid items. We would assume girder bars are incidental to the box beams. Can ODOT please clarify and adjust any weights as necessary.

A forthcoming addendum will revise Ref #76 to 88,378 lbs.

Question Submitted: 9/10/2015 12:44:40 PM

Can the existing structure drawings be placed in the reference files. The current drawings are for a job on RT 41 and not on RT 73.

The correct existing plans are now available at: <ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/ADA-87230/Reference%20Files/>

Question Submitted: 9/8/2015 10:32:58 AM

Will ODOT approved portable traffic signal trailers be an acceptable alternative to hard wired temporary signals for this project?

Portable signals would be considered. The proposed signal plan must be reviewed and approved by the Engineer.