

Ohio Department of Transportation - Prebid Questions

Project No. 163035

Sale Date - 6/2/2016

ALL-97506 - CR 222/TR 87/TR 108 OBPP (PART 1, 2 AND 3)

Question Submitted: 5/26/2016 10:23:19 AM

Will PN 555 - Surface Smoothness For Bridges And Approaches be required on this project?

No

Question Submitted: 5/25/2016 3:36:07 PM

There is no requirement for a composite deck on adjacent box beam structures in the scope. However, BDM 302.5.4.1 limits the combined grade and cross slope to 4% on non-composite adjacent box structures. Given the required 4% superelevation it would appear that it is unattainable to meet this requirement. Therefore, is a composite deck required on adjacent box beams?

The requirements of BDM 302.5.1.4 would apply if box beams were chosen.

Question Submitted: 5/25/2016 3:29:32 PM

In Section 15.3 it states that the proposed transverse section shall be 30' curved or 34' straight. Can a straight deck cross section less than 34' be used as long as it accommodates the 30' wide roadway?

As long as the a 30' roadway width can be accommodated and meeting the requirements of the BDM, it would be acceptable to reduce the width of the structure from 34' depending on the structure type chosen.

Question Submitted: 5/25/2016 10:03:55 AM

15.4.3 states "The low chord of the final proposed superstructures may not be lower than the existing low chord as shown on the Site Plans (Attachment B)." The low chords shown in Attachment B do not appear to be existing. If we meet the span length and hydraulic opening requirements of 15.4.1 can the proposed low chord be lower than the what is shown in Attachment B?

Yes, the low chord can be lower than the existing as long as the design does not create a situation were the design year water elevation would hit the structure. In accordance to ODOT Location and Design Manual, Volume 2, Section 1004.2, the 10-year discharge is used for the hydraulic design since the design year traffic is less than 2000 ADT.

Question Submitted: 5/24/2016 4:53:51 PM

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Question Submitted: 5/23/2016 9:36:13 AM

There are two sets of rock core photos included for ALL-TR87-4.71 but none provided for ALL-CO222-2.56. The core run depths listed on the first set of photos match the core run depths for ALL-CO222-2.56 (and do not match ALL-TR87-4.71). Please confirm whether the first set of photos (i.e. page 18 of 26 in the pdf for Attachment C "Preliminary Subsurface Explorations") is actually for ALL-CO222-2.56.

Yes the first set of rock core photos are for the ALL-CO222-2.56 Bridge.

Question Submitted: 5/23/2016 9:33:03 AM

Please confirm whether the Point Load Strength value, S_c , provided on the boring logs is the estimated uniaxial compressive strength based on the correlation/table from ASTM D5731.

The Point Load Strength Value, S_c , was determined utilizing a K value of 24.

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Question Submitted: 5/19/2016 10:30:51 PM

There are fire hydrants on both sides of the structure at Neely Rd. Does ODOT know if any waterline crosses the creek near the Neely Rd. Structure?

The waterline does cross under the creek and will need to be coordinated with the water department at:

**Utility Field Services
1405 Reservoir Road
Lima, OH 45804
Kent Shoemaker
419-221-5283-O
419-236-7186-C**

Question Submitted: 5/19/2016 10:29:39 PM

If a culvert type structure is used will LSM backfill be required?

The use of LSM would be required.

Question Submitted: 5/19/2016 5:09:31 PM

For the ALL-CR222 structure, will a design exception be allowed for the superelevation rate? It appears that the preliminary plans were completed based on a 4% super rate but it appears to meet the 55mph design speed that a super rate of 8% is required.

The DBT will advise of any other design features that do not meet the minimum design criteria and will prepare any future design exceptions and submit to ODOT for approval.