

Ohio Department of Transportation - Prebid Questions

Project No. 120155

Sale Date - 4/12/2012

ASD-80058 - US-250-3.77

Question Submitted: 4/11/2012 10:46:06 AM

Please respond to the pre-bid questions dated 3/21/12

Yes, the 8 ½ x 14 x 35 is acceptable. And the 0.2391 thickness is intended. This was greater than the thickness in the ODOT recommendation and matches manufacturer availability.

Question Submitted: 3/29/2012 11:38:26 AM

Would you please verify the quantity for reference number 83, approach slab?

The quantity for approach slab will be revised by addendum.

Question Submitted: 3/21/2012 2:26:50 PM

1. My previous question wasn't answered. Is a 8 1/2" x 14" x 35' taper section acceptable for use at the abutments?
2. The calculated required minimum pile wall thickness per CMS 507.06 is substantially thicker than the minimum wall thickness listed in the plan note for the tapered section on page 25/42. Please confirm it will be acceptable to provide a taper section thick of .2391" when the constant diameter section thickness is .428" minimum.

Question Submitted: 3/19/2012 1:17:14 PM

Our piling supplier is indicating the maximum pile taper length available is 35'. Please adjust the taper length on reference 67 through 70 to accommodate this limitation.

Question Submitted: 3/15/2012 2:47:41 PM

The contractor should be able to weld uniform diameter pipe pile to the tapered section if additional pile length is needed during pile driving.

As a follow-up to the above question: The plan note on page 25/42 indicates a taper length of 8 1/2" x 14"x40'. The manufacture has indicated the maximum length taper is 35'. Is a 8 1/2" x 14" x 35' taper acceptable. A uniform 14" diameter pile will be welded to the taper section to achieve the correct total pile length.

The pier piles are called out as 33' in the note,, but if 40 is all that is available, they may be used as long as the required diameter and thickness is met and the piles are driven to the required capacity.

Question Submitted: 3/16/2012 9:28:05 AM

Please confirm that the temporary road and pavement is to become permanent at the completion of the project. I do not see any notes for removals.

The removal of the pavement for Maintaining Traffic is included in CMS Item 615. A portion of the pavement is to remain in place to become the apron for the field drive at Sta. 200+47, Rt. This makes it "As Per Plan". Refer to the notes on Sheet 4 and Sheet 12.

Question Submitted: 3/15/2012 2:47:41 PM

Our piling supplier is indicating the maximum pile taper length available is 35'. Please adjust the taper length on reference 67 through 70 to accommodate this limitation.

The contractor should be able to weld uniform diameter pipe pile to the tapered section if additional pile length is needed during pile driving.

Question Submitted: 3/15/2012 2:23:24 PM

1. The pile design note on plan page 25/42 indicates the 16" pile is tapered 8" x 16" x 33'. The structure quantity summary and proposal indicate 8" x 16" x 40'. Please clarify

2. Please provide the normal water elevation.

3. The existing and relocated electrical wires cross diagonally over this structure. Please have them relocated either temporarily or permanently out of the way. This is needed to facilitate structure demolition, pile driving, deck pouring etc.

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Question Submitted: 3/14/2012 10:24:41 AM

What is the maximum eccentric loading the pile caps are designed for?

Pier cap design was designed as a beam with vertical loads transferred from the slab.

For proposed construction loads, such as falsework, the Contractor's Engineer must submit plans/calculations that verify that no part of the structure will be overstressed for approval prior to construction.

Question Submitted: 3/13/2012 1:48:03 PM

On 2/24 I requested existing plans be posted. In the addendum you refer to a shared drive as the location of the plans. Can you provide the location of the shared drive or a link to it?

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/ASD-80058>

Question Submitted: 3/12/2012 9:45:37 PM

Please provide a SITE PLAN per the Location and Design Manual Volume 1. Existing contours, construction limits and drainage areas will be required for the preparation of the contractors SWPPP.

Question Submitted: 3/9/2012 10:03:15 AM

For bridge replacement of ASD-250-3.77; In order to install the forming system for the bridge deck it would need to be attached to the pile caps and abutments. What is the maximum eccentric loading the pile caps and abutments will handle? We do not want the piles or caps to buckle when installing the forming system, placing the rebar and concrete. Also, what is the expected loading (PSF) that the forming system will need to handle?

This is a "Means and Methods" question; Tthe District does not tell the Contractor how he will do the work. It is the Contractor's responsibility to design the forming system and verify that the design of the bridge will withstand the construction loadings.

Question Submitted: 2/24/2012 9:02:39 AM

1. Please post existing drawings.
2. With 60 days per phase and all QC/QA concrete on the project, a substantial amount of the available time to build the project will be lost to the 7 day water cure required by 898 spec. Would the department consider either extending the phase durations or changing the substructure concrete to Class C?
3. Ref #48 calls for 1 each - WZ Traffic Signal. Plans show 2 each - WZ Signals and 2 each - WZ Signals with luminaires. Please clarify.