

Ohio Department of Transportation - Prebid Questions

Project No. 123012

Sale Date - 11/29/2012

BEL-81486 - SR-7-11.87

Question Submitted: 11/26/2012 11:59:08 AM

Section 14.3 Pavement states that the limits of full depth concrete pavement on Ramp B is Sta. 24+50 to Sta. 21+80. The Ramp B work limits from the answers to the Pre-Bid questions is given as approximate Sta. 19+20.10. This leaves approximately 259.9' from the beginning of work on Ramp B to the full depth pavement area. 325' is required to transition the 3.25" of overlay pavement down to 0 at the full depth pavement area (1/2 in. per 50' transition listed in Section 14.3 of the Proposal). There is not enough room from the beginning of the work on Ramp B to the full depth area to taper the full 3.25" overlay. What is the intent of the pavement work required from Sta. 19+20.10 to the full depth pavement area at Sta. 21+80?

The pavement work required on this section of the ramp is the same of the rest of the project. It is the responsibility of the DBT to provide a design solution. The transition of 1/2" per 50ft is required for the mainline or high speed end of the ramps. The DBT may use the transitions in the standard construction drawings for the low speed end of the ramps.

Question Submitted: 11/26/2012 11:50:05 AM

Is the existing footer under the barrier wall to be removed, or will it be allowed to remain in place. If the footer is to be removed will an aggregate base course be required prior to constructing the new footer.

It will be up to the Contractor and the DBT to determine whether the footer needs to be removed or can be left in place. ODOT will allow the footer to remain or be removed. If the footer is removed a base course with a minimum thickness of 6" will be required.

Question Submitted: 11/20/2012 10:01:30 AM

The project begins at MP 11.87 and the first Structure is Bridge No. BEL-7-11.87. We are assuming that the project begins at the beginning of the bridge and that no work is needed to the south of the structure. The existing plans BEL-7-11.89 (1979) lists this structure as BEL-7-11.97. Should we assume that the project begins at the beginning of the bridge?

The Proposal doesn't clearly define the limits of work on Ramp A and Ramp B. These calculations assume that the work on Ramp B begins at the beginning of the full depth pavement and curb replacement and Ramp A begins at the gore area with Ramp B.

Will ODOT require sawing and sealing of joints since this is an overlay project on existing concrete pavement?

A1: No work will be required on Bridge No. 1187 (formally 1197). The project is to start on the north side of this structure.

A2: The ramp work should begin at the point where the widening begins. Approximate station 19+20.10 Ramp B or 19+99.47 Ramp A (Stations based on 1979 construction plan).

A3: ODOT will not require sawing and sealing of the joints.

Question Submitted: 10/22/2012 3:22:28 PM

Section 5 Contractors Consultant requires Level II bridge.

Is this necessary since there are no Level II design requirements within the Scope of Services