

Ohio Department of Transportation

Prebid Questions

Project No. 101053

Sale Date - 4/1/2010

Question Submitted: 2/23/2010

Question Number: 1

Can the original bridge plans be made available on the website?

Plans are available at <ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/BUT-83394/>

Question Submitted: 3/11/2010

Question Number: 2

reinforcing bar lists - sheet 305/317. The weights shown for bar mark AS604 should read 336 lbs should read 303 lbs

AS605

: The approach slab steel weight is in the plans for information only. The weight for AS604 should be 417 lbs. and AS605 should be 370 lbs.

Question Submitted: 3/15/2010

Question Number: 3

Ref. 220 Item 513 Structural Steel. sheet 249 specs the steel grade as ASTM A709 Grade 50W which is weathering. Sheet 288 shows the grade of steel as ASTM A709 Grade 50 unless noted. Sheet 289 indicates that the steel is galvanized and that the shear studs should be attached in the shop prior to galvanizing. There aren't any tanks big enough to double dip a 107" beam and OSHA is strictly against shop installing shear studs. Can someone please clarify these things prior to bid time?

This question will be clarified in an upcoming addendum.

Question Submitted: 3/17/2010

Question Number: 4

What asphalt course does bid item 89 6" Concrete Traffic Island sit on? What is the overall thickness of the concrete?

A. Per SCD RM-3.1, for asphalt concrete, the concrete traffic divider sits on the base, which in our case is Item 301 – 10" Asphalt Concrete Base, PG64-22. The overall thickness is 6" above the surface + the intermediate course (1.75") and surface course (1.5") layers. This leaves an overall thickness of 9.25".

Question Submitted: 3/18/2010

Question Number: 5

The proposal references PN 420 Surface Smoothness Requirements for Pavements for this project. Typically this note is referenced as part of interstate and constant width asphalt pavement projects. With this project involving an intersection improvement, concrete islands, and high difficulty pulls at variable widths is it ODOT's intent to reference/enforce this note as specified?

The response to this question does not require an addendum. Yes, PN 420 shall apply to this project.

Question Submitted: 3/18/2010

Question Number: 6

Ref. 233 QC/QA TY 2 Concrete Quantity 732 cy is this the correct quantity of 732 cy.? We are checking around 692 cy. using a 2" haunch as plans state. Ref 213 Pre-bore Holes, on page 266 of 317 the note in the middle of the forward abutment elevation view states " Proposed 12" CIP with pile sleeves and pre-bore holes." The question involves with the pile sleeves, how are they paid for? What size of sleeve (Diameter & wall thickness)? The electrical wires crossing the rear abutment and forward span between pier 3 & forward abutment can the power be shut down while we are working below them for safety?

A1. A review of the calculations for this item confirms that the correct quantity is 732 cy. A2. The pile sleeves are no longer needed – they were eliminated during the design process but this note on page 266 was inadvertently left in the plans. The note regarding the pile sleeves should be ignored. A3. The overhead electrical lines at the rear abutment are to remain in service throughout construction. These are 138 kv and 13 kv lines and must remain. As provided by Duke Energy the clearance to be maintained by un-insulated Cranes, Derricks, and Backhoes performing the lifting functions of Cranes are a minimum 15' with the operating voltage of the 138kv. A minimum 10' with the operating voltage of the 13kv circuit (2nd line in this location). These are the minimum safe distance outlined by the OSHA standards. These requirements were used to develop the shoring system outlined in the construction documents.

Question Submitted: 3/22/2010

Question Number: 7

The project plans shows that there are closures pours between phases 1 & 2 in the footers, abutment walls and encased back walls and the superstructure. Could Odot please clarify when these closures pours are to occur. Normally the closure pour only occurs in the encased back walls and superstructure deck pours. When are the closures pours for the abutment walls and footers to occur Phase 1 & 3 or Phase 4?

A) The lines that show a closure pour in the footing and abutments can be ignored. The closure pour is only required in the deck and the abutment diaphragms. The closure pour should be performed in Phase 5 after both Left and Right section of the bridge deck have been cast and the all of the crossframes have been attached.

All prospective bidders, subcontractors, suppliers, materialmen and all others who have an interest in these prebid questions and answers are advised that these items are being provided for informational purposes only and are not part of the bidding documents. If a question warrants a clarification, the Department will issue an addenda addressing the request for clarification to all plan holders. If the Department believes that the bidding documents adequately address the request, the contractor will be advised accordingly.

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Prebid Questions

Question Submitted: 3/23/2010

Question Number: 8

1) Addendum one has added temporary pavement for construction of Tylersville Road. Where is this paid for? 2) Will you please provide additional information regarding the composition of the turn lanes to be constructed and where are these paid for?

Question Submitted: 3/23/2010

Question Number: 9

1. In addendum #1 under Utilities paragraph 12, it states that All sewer and waterlines shall be ductile or steel pipe or plastic pipe installed in rigid casing (minimum Schedule 40) across the full width of the pipe line encasement. Call out D-43 on plan sheet 122/317 is 15" Type B Pipe. Is the contractor to include the casing pipe or different pipe type in the original bid item 54? 2. In addendum #1 under maintenance of Traffic Sequence, paragraph "Prior to phase 1 construction- Tylersville Road it states that "the contractor shall place 21,918 square feet of temporary pavement (average width of 20 feet) on the North side of Tylersville Road from station 44+00 - the northwest corner of the SR 4B intersection and continuing on the northeast side of the intersection to station 54+50". How is the temporary pavement paid for? There is not a temporary pavement bid item on the project. 3. How is the excav/emb work for the added temporary pavement paid for? There is not a temporary Road bid item on the project. What are the quantities of excavation and embankment? 4. In addendum #1 under maintenance of Traffic Sequence, paragraph "Prior to phase 1 construction- Tylersville Road it states that a temporary simple span signal to be installed. How is it to be paid for? 5. In addendum #1 under maintenance of Traffic Sequence, paragraph "Prior to phase 1a - Tylersville Road it states that the contractor shall place a small asphalt wedge course at the intersection... How is this asphalt wedge to be paid for? 6. Reference addendum #1 under maintenance of Traffic Sequence, paragraph "Prior to phase 1 construction- Tylersville Road. In order to install the temporary pavement there will need to be portable concrete barrier placed along the North side of Tylersville Rd to protect the drop off edge. How is the PCB paid for?

See forthcoming Addendum

Question Submitted: 3/23/2010

Question Number: 10

In addendum No 1, the notes tell you prior to phase 1 to install 21,918 sf of temporary pavement. No pavement thickness or pay item is set up. Also in addendum no 1, phase 1a calls out the installation of an asphalt wedge. There is not method of payment noted with this work. Please review

Question Submitted: 3/26/2010

Question Number: 11

In Addendum it changes Ref No. 170 to Work Zone Channelizing Line, Class 1, 740.06, Type 1. Does this item eliminate the original bid item for Ref No 170 which is Work Zone Lane Line, Class 1, 740.06, Type 1?

The original bid item has been removed from the plans.

Question Submitted: 3/3/2010

Question Number: 12

Page 129/317 quantifies 12,352 cy of structure embankment within the bridge limits of Bridge No. BUT-4B-0191. How was this quantity calculated and where within the bridge limits is this embankment located? Can copies of the calculations be made available?

This question will be addressed in an upcoming addendum.

Question Submitted: 3/3/2010

Question Number: 13

The "Benching of Foundation Slopes" plan note on Page 14/317 states "no additional payment will be made for benching required under the provisions of 203.05." It appears that the excavation quantity calculations shown on Pages 128 through 131 of the cross sections include the benching. Therefore, the benching quantity has been included for payment as excavation, which contradicts the plan note. Please review and advise.

CMS 203.05 provides requirements for specification benching. Specification benching must be done by the contractor and considered in the unit price for the earthwork operations. The plan benching shown on the cross-sections is above and beyond that required per CMS 203.05. The contract documents provide pay items for the additional benching shown on the plans but not for the specification benching outlined in CMS 203.05. The specification benching is incidental to the unit price for excavation and embankment. The contractor should review CMS 203.05 for details regarding specification benching.

Question Submitted: 3/8/2010

Question Number: 14

Page 80/317 shows full depth pavement at the SR 4/Tylersville Rd Intersection from 252+88 to 255+14 on SR 4 and 46+50 to 51+50 on Tylersville Rd. Plotting the current maintenance of traffic phasing at the intersection, the MOT phasing does not allow full depth construction on the West Side of the intersection from the Centerline of Tylersville to approximately 16 feet Right and on the East Side of the intersection from the Centerline of Tylersville to approximately 16 feet Left. Additional MOT phasing will be required to complete full depth construction in these areas. Please provide MOT to complete this construction.

This question will be addressed in an upcoming addendum.

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