

# Ohio Department of Transportation Prebid Questions

Project No. 053001

Sale Date - 6/8/2005

Question Submitted: 3/29/2005

Question Number: 1

We have received a proposal, scope of services, and CD for this project but there were no soil borings included. Please provide the soil borings as soon as possible.

Question Submitted: 4/1/2005

Question Number: 2

We are unable to verify the segment lengths given in the scope of services by using the station and offsets of the wall height changes. Many of the segment lengths given do not match the distance directly from station to station or match the calculated distance using the stations and differing offsets. For example, Wall #3 has a run from 46+28 to 46+68 which is 40'. The offset difference between these two stations is  $342-318 = 24'$ . The distance between these two points calculates to be 46.7' but the segment length is given as 60'. Given that this is a design/build project we understand that the DBT will be responsible for our own quantities, however the information from ODOT needs to be clarified in order for us to determine where the elevation changes in the top of the wall occur. Will the DBT be allowed to move the locations of the height changes in order to accommodate standard noise wall panel sizes?

**These estimates were generated from drawings being scaled graphically and are simply to be used for estimating purposes. Yes, the DBT will be allowed to move the walls as they see fit to accommodate noise wall panel sizes as well as topography, etc.**

Question Submitted: 4/13/2005

Question Number: 3

It appears that Addendum #1 requires the DBT to perform all of the borings for the project. To meet the 200' spacing requirement will require more than 150 borings, which will cost tens of thousands of dollars. It is unfair to expect each DBT to independently obtain this information prior to the bid. We can incorporate the cost of the borings into the bid for the successful contractor to perform, however ODOT needs to provide either borings or assumed drilled shaft lengths for bidding purposes.

Question Submitted: 5/24/2005

Question Number: 4

Addendum #2 added an item for Drilled Shafts with a quantity of 3,500 lf. It appears that this quantity is severely understated. If the maximum allowed post spacing is 24' and the shafts are 10' deep then this quantity will overrun considerably. Please review and correct the added biditem to a more reasonable quantity in order to maintain a fair bid to ODOT.

Question Submitted: 5/25/2005

Question Number: 5

1. Unless otherwise clarified by addendum, we assume that rebar in the drilled shafts does not have to be epoxy coated. If the department wishes to use epoxy coated rebar for this project, please specify this by addendum.

2. Will a corrosion inhibitor added to the concrete with plain rebar be acceptable in lieu of epoxy coated rebar in the posts and panels?

Question Submitted: 5/25/2005

Question Number: 6

Unless clarified by addendum, we will assume that the 3"-6" gap between the ground and the bottom of the noise wall will be left open. If the department wishes this gap to be filled with gravel, please specify what type of material is to be used and provide a typical cross section of the build up that is required.

Question Submitted: 5/27/2005

Question Number: 7

We downloaded amendment #3 for this project and instead of changing the quantity for the drilled shaft item, it deleted the item. Please advise.

Question Submitted: 5/6/2005

Question Number: 8

Under Section 6E, part 4 - Noise Barriers on Bridges of Addendum No. 1 it states the following "For bridge-mounted barriers, it may be necessary to modify the parapets of the bridges over Worthington-Galena Road, Alum Creek, and Africa Road. The DBT shall analyze whether modifications are necessary to provide the proper support of the noise barrier. The DBT's analysis shall be subject to review and approval by ODOT. If modification of a bridge is determine to be necessary, the DBT shall design the modifications and produce plan drawings."

Unless otherwise clarified by addendum, we assume that this analysis only pertains to the support of the noise wall by the bridge parapets and does not include analyzing the entire bridge due to the additional loading from the noise wall.

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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.

## Ohio Department of Transportation Prebid Questions

Question Submitted: 6/2/2005

Question Number: 9

Addendum #1, section 6E4, Noise barriers on bridges, Refers to Alternative "A". Our report lists Alternates 1, 2 and 3. Can we assume Alternate 1 is the same as Alternative "A"?

**The answer is yes. Alternate 1 is the same as Alternate A.**

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