

Ohio Department of Transportation

Prebid Questions

Project No. 050002

Sale Date - 1/19/2005

Question Submitted:

Question Number: 1

ON ALL THE BRIDGES WITH ABUTMENT AND PIER WORK THAT REQUIRE H PILING THE PLAN NOTES FOR THE PILE DRIVING CONSTRAINTS STATE THAT "THE EXCAVATION FOR THE ABUTMENT FOOTINGS AND THE INSTALLATION OF THE ABUTMENT AND PIER PILES SHALL NOT BEGIN UNTIL THE ABOVE REQUIRED EMBANKMENT HAS BEEN CONSTRUCTED." MY QUESTION IS WHY CAN'T WE DO THE EXCAVATION OF THE PIERS AND THE PIER PILING BEFORE OR WHILE THE EMBANKMENT FOR THE ABUTMENTS ARE BEING DONE?

In accordance with the Bridge Design Manual, for foundations on piles in new embankments, this construction method helps to eliminate any lateral forces on the piles and abutment due to the construction of the embankment, settlement of the subgrade under the embankment and poor construction of the embankment.

Question Submitted: 1/12/2005

Question Number: 2

In the proposals for Projects 1, 2, & 3, the maximum smoothness bonus for asphalt pavement is not consistent.

For Projects 2 & 3 the incentive for a profile index less than 1" has been omitted. Projects 2 & 3 are at a considerable disadvantage.

Please review and correct.

Question Submitted: 1/12/2005

Question Number: 3

We have yet to see any addendum add "Sealing of concrete surfaces Epoxy-Urethane" to the pay items for Bridge WYA-30-11426 L to the pay items.

The estimated quantities table on page 652 has failed to carry the total quantity in the table of 486 square meters for Bridge WYA-30-11426 L to the summary.

Question Submitted: 11/30/2004

Question Number: 4

TRIAL ESTIMATES IN OUR OFFICE HAVE PRODUCE AN EQUAL VALUE FOR THE ASPHALT PAVEMENT AND EARTHWORK WITH BRIDGES. IT WOULD BE IMPOSSIBLE TO DETERMINE WHICH CONTRACTOR WOULD CONTROL THE JOB UNTIL THE FINAL BID PRICES ARE IN, WHICH WILL OCCUR ON 01/19/2005. WE THEREFORE REQUEST THAT THE PERCENTAGE FOR THE PRIME BIDDER BE REDUCED TO 40%.

WHAT IS THE ADMINSTATIVE FEE FOR THE COMBINATION BID FOR CONTRACT C.

Question Submitted: 12/1/2004

Question Number: 5

REFERENCE NUMBER 134 PORTABLE CHANGEABLE MESSAGE SIGN UNIT ARE LISTED AS 17 EACH IS THIS CORRECT OR IS THE UNITS SIGN MONTHS

Question Submitted: 12/11/2004

Question Number: 6

ON ALL THE BRIDGES WITH ABUTMENT AND PIER WORK THAT REQUIRE H PILING THE PLAN NOTES FOR THE PILE DRIVING CONSTRAINTS STATE THAT "THE EXCAVATION FOR THE ABUTMENT FOOTINGS AND THE INSTALLATION OF THE ABUTMENT AND PIER PILES SHALL NOT BEGIN UNTIL THE ABOVE REQUIRED EMBANKMENT HAS BEEN CONSTRUCTED." THIS NOTE IS FOUND ON PLAN PAGES 585,600,635,652,703 OF 862. MY QUESTION IS WHY CAN'T WE DO THE EXCAVATION OF THE PIERS AND THE PIER PILING BEFORE OR WHILE THE EMBANKMENT FOR THE ABUTMENTS ARE BEING DONE?

Question Submitted: 12/11/2004

Question Number: 7

ON ALL THE BRIDGES WITH ABUTMENT AND PIER WORK THAT REQUIRE H PILING THE PLAN NOTES FOR THE PILE DRIVING CONSTRAINTS STATE THAT "THE EXCAVATION FOR THE ABUTMENT FOOTINGS AND THE INSTALLATION OF THE ABUTMENT AND PIER PILES SHALL NOT BEGIN UNTIL THE ABOVE REQUIRED EMBANKMENT HAS BEEN CONSTRUCTED." THIS NOTE IS FOUND ON PLAN PAGES 585,600,635,652,703 OF 862. MY QUESTION IS WHY CAN'T WE DO THE EXCAVATION OF THE PIERS AND THE PIER PILING BEFORE OR WHILE THE EMBANKMENT FOR THE ABUTMENTS ARE BEING DONE?

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Question Submitted: 12/17/2004

Question Number: 8

Items 340 & 359 which are the items for epoxy coated reinforcing steel on the Tymochtee Creek bridges include the quantity for the resteel in the drilled shafts. This resteel should be deducted as it is to be included in the price for the drilled shafts.

Question Submitted: 12/20/2004

Question Number: 9

On contract B there is no mention of 671 temporary erosion control mat in the plan or the general summary, is this an oversight?
On contract A the 671 temporary erosion control mat is type F jute mat, which has on most projects been replaced by types A,B,C, and G because of better erosion control results and lower price by comparison.

Thank You for you consideration.

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