

Ohio Department of Transportation

Prebid Questions

Project No. 060489

Sale Date - 11/15/2006

Question Submitted:

Question Number: 1

1) For Phase I, when forming that superstructure, the plan indicates 3'-6" (Sht 7) between the construction joint and the cut line of the existing structure. Plan Sht. 31 indicates the #401 & #403 rebars extend approximately 2'-10" beyond the centerline. This arrangement will create an 8 inch walk area, a safety issue for any laborers working in that area of the structure. Has ODOT considered dictating mechanical connectors, as are being used elsewhere in the structure? 2) Plan Sht. 2 Normal Section, middle of sheet, indicates a final 4'-0" paved berm, Left, Sta. 139+75 to 145+94.50, with a final thickness of 17 inches. This requirement means the proposed temporary pavement for Phase I must be installed, then totally removed and the final berm & indicated 304 back-up, Sht. 13, constructed. It would appear much more cost effective to design a temporary widening which could remain, or be modified by simply sawing the pavement at the width desired, then stipulating that 304 material replace the removed asphalt?

Question #1: There is an additional 2' on the existing bridge that the workers can use as a walk area while constructing phase 1. This construction phasing has been used in the past with good success. Question #2: The District reduced the area for the left shoulder to save on future paving costs and to address the proposed vertical profile increase of approximately 2" within the project limits.

Question Submitted:

Question Number: 2

1) For Phase I, when forming that superstructure, the plan indicates 3'-6" (Sht 7) between the construction joint and the cut line of the existing structure. Plan Sht. 31 indicates the #401 & #403 rebars extend approximately 2'-10" beyond the centerline. This arrangement will create an 8 inch walk area, a safety issue for any laborers working in that area of the structure. Has ODOT considered dictating mechanical connectors, as are being used elsewhere in the structure? 2) Plan Sht. 2 Normal Section, middle of sheet, indicates a final 4'-0" paved berm, Left, Sta. 139+75 to 145+94.50, with a final thickness of 17 inches. This requirement means the proposed temporary pavement for Phase I must be installed, then totally removed and the final berm & indicated 304 back-up, Sht. 13, constructed. It would appear much more cost effective to design a temporary widening which could remain, or be modified by simply sawing the pavement at the width desired, then stipulating that 304 material replace the removed asphalt?

Question #1: There is an additional 2' on the existing bridge that the workers can use as a walk area while constructing phase 1. This construction phasing has been used in the past with good success. Question #2: The District reduced the area for the left shoulder to save on future paving costs and to address the proposed vertical profile increase of approximately 2" within the project limits.

Question Submitted: 10/23/2006

Question Number: 3

PID#20054

On Plan Sheet 22/32 screed elevations and falsework note states "Falsework shall not be removed until concrete for both phases have reached 28 day strength."

Is there a reason for this limit? (because it contradicts 511.17 in the specifications.) It also doesn't allow installation of the bridge railing on the first phase until the phase 2 has cured 28 days, as per 517.04 in specifications.

Are you sure this note is what you want?

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.