

Ohio Department of Transportation

Prebid Questions

Project No. 050194

Sale Date - 3/23/2005

Question Submitted:

Question Number: 1

It is allowable to close the service road under span 1 for an extended duration? Structural drawing 43/64 does not show any reinforcement on the right side of the pier diaphragm. What reinforcement is to be used in this location? Structural drawing 2/64 has a note for Item 202 - Structure Removed APP discussing the scope of work. Nowhere in this note are the following items included: Curb, sidewalk, railing, and arch fill. We have bid ODOT projects in the past that have specifically included these items in the APP removal bid item. The contract documents are not clear regarding where these items pay. At this time, we must assume a change order will be issued to cover the increased quantities of sidewalk removal, curb removal, and excavation of the arch fill.

A1) The City of Piqua is aware that the service road may need to be closed for a period of time. A2) The pier diaphragm is symmetrical and the reinforcement in the right exterior bay of the diaphragm is identical to the reinforcement in the left exterior bay. The number of bars required in the diaphragm is correctly stated in the rebar list on sheet 63/64. A3) There is no need to list specific components to be removed in the plans because it is covered under the 202 Specification in the CMS, which explains the requirements for the removal of the existing structure. This specification calls for removal of all structure components.

Question Submitted: 2/19/2005

Question Number: 2

This question concerns ref#'s 163 thru 167-laminated elastomeric bearings with load plates. The "Corrosion protection" note on page 63 of the plans says to "metalize" all metal surfaces exposed to weather.

On page 116--->>>Note#5 says to "galvanize" all metal parts.
Which is correct???

Metalizing is cheaper than galvanizing.

If metalizing is chosen, Do the anchor bolts get metalized or galvanized???

Question Submitted: 3/10/2005

Question Number: 3

Note 3 on sheet 60 of 128 discusses sheeting of the rear abutment excavation. It specifically states sheeting locations shown are approximate. To me this means the locations shown are required, no more, no less, but their "locations" can vary by a few feet as needed. The contractor will "design" sheeting to support the loads at the two shown locations. Is this the intent of the note? It appears that shoring will be required at the river face of the existing wall (partially removed) to support building to the north (19' cut 21' from edge of new footing). This shoring is not shown on the plans. Are we to assume that ODOT has studied this situation and investigated that shoring is not required in this location as well as others?

The plans call out sheeting and schematically show sheet piling. With bedrock at the bottom of the excavation, sheet piling may not work. A system other than sheeting may be required to address the bedrock issue as well as any remaining utilities.

Question Submitted: 3/10/2005

Question Number: 4

Plan note on sheet 61 of 128 states abutment backfill material to be Type B Granular, 703.16C. For lack of a better term, this is essentially dirty 304. Is this really what you want for this big hole? Can we re-use the material removed from the excavated banks? This would be a substantial cost savings.

Question Submitted: 3/10/2005

Question Number: 5

There is an electrical utility conflict at the forward abutment. The guy wires for two electrical poles on sheet 19/128 at approximate stations 5+70 Rt 40' and 6+00 Lt 40' are directly over the proposed abutment footers. The excavation for the abutment work will be +/- 23' deep. This will be in conflict with the guy wires and the electrical poles. It appears, from a site visit, that the overhead electrical lines have been relocated so the lines are not directly overhead the abutment, but the poles and guy wires are in the excavation lay back influence line. The 4A notes don't address any future adjustment for the two poles. If the department requires sheeting and tiebacks to support the electrical poles the guy wires are still an issue because the sheeting will go between the guy anchors and poles. Please advise.

Question Submitted: 3/11/2005

Question Number: 6

Subsummary page 14 shows 51 lf of curb, type 6 on service road, Typical section sheet 6 is showing 330 lf, which is correct?

Also on sheet 35 note 1 talks about color of chalk to match color of sealer for concrete walk, is there something special besides white curing compound?

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: 3/14/2005

Question Number: 7

1) We have obtained the partial plan set for the existing bridge from the Miami County Engineer. Are there any other known plans or details that are available for the existing structure?

2) Regarding the vibration monitoring specification on plan sheet 62a of 128; if it is determined that pile driving operations are causing vibration levels that exceed allowable levels, will the Department pay for any inefficiencies caused by the use of alternative construction methods such as not utilizing the pile hammer to full capacity?

3) Regarding the pier diaphragm details on plan sheet 102 of 128, specifically note 4; will the Department consider the use of styrofoam to form the blockout between the pier cap and the diaphragms and allow it to be left in place?

Question Submitted: 3/14/2005

Question Number: 8

Can the existing bridges drawings be made available on ODOT's website?

We do not have the plans on this structure because it is a county road. Please advise this bidder to contact Gregg Brookhart at the Miami County Engineer's office to arrange to pick up copies. Ph: 937-440-5656 Miami County Engineer's Office 2100 County Road 25A Troy, Ohio 45373

Question Submitted: 3/21/2005

Question Number: 9

It appears that item 0173 Reinforced Concrete Approach Slabs would normally be bid as an "As Per Plan" item due to the curved sides as detailed in the plans as well as the additional rebar required over and above the ODOT standard due to the curved sides.

A: Plan sheet 59/64 refers to Standard Drawing AS-1-81, which states that the project plans will show the specific details and any special notes that are necessary. There is no need to make this item, "As Per Plan."

Question Submitted: 3/21/2005

Question Number: 10

Specification 511.16 indicates that the forms for vertical surfaces which are to receive a rubbed surface finish are to be removed as soon as the concrete has hardened sufficiently that rubbing will not damage it.

Spec 511.18B indicates that the forms should be removed within 2 days, if possible.

The QA/QC concrete spec (ss 898) requires that the concrete acquire 85% of the required compressive strength before the forms can be removed.

These requirements appear to be contradictory.

It is unrealistic to expect that we can achieve 85% strength in 2 days.

Please clarify which specs will be enforced, since both cannot be met.

S.S. 898 section 898.01 third paragraph states "Use provisions 511.08 thru 511.22except as modified by this specification" There is no conflict.

Question Submitted: 3/5/2005

Question Number: 11

Please make all existing structure plans available to the contractors online. Thank you.

We do not have the plans on this structure because it is a county road. Please contact Gregg Brookhart at the Miami County Engineer's office to arrange to pick up copies. PH: 937-440-5656

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