

Ohio Department of Transportation

Prebid Questions

Project No. 070121

Sale Date - 3/16/2007

Question Submitted: 2/15/2007

Question Number: 1

Is it possible to get the plans for the existing structure?

Question Submitted: 2/16/2007

Question Number: 2

Reference# 203 Temp. Pavement; the quantity seems to be double what you need for temp pav't in place for phase 1. Could you show calculations?

Question Submitted: 2/16/2007

Question Number: 3

It appears from the MOT plan that you are requiring the bridge to be constructed in 90 days. If so will multiple shifts be allowed for demo and pile driving(night work)?

Question Submitted: 2/27/2007

Question Number: 4

As per the note on page 11/229 of the prints for Phase 1, the contractor will install a storm trunk line under the work zone pavement from station 46+50 to 66+00. Will the contractor also be required to install the drainage structures? (manhole and catch basins)A number of the drainage structures are under the proposed work zone pavement. The work zone pavement is at a different elevation than the final proposed elevation in Phase 4. If the structures are to be installed, how does the contractor allow for the different elevations?Please advise. Thanks.

The trunk line is being put in to supply a storm outlet for phase 2 catch basins being set. The contractor will need to set the bases of the manholes and construct them partially to grade and either cover them up or set them to grade of the temporary pavement. Then when phase 4 is constructed set them to final grade. The catch basins on the south side of the roadway do not need to be installed until phase 4.

Question Submitted: 2/8/2007

Question Number: 5

I have a question regarding Reference No. 0032, Item 206E 15000 Cement Stabilized Subgrade, 16" Deep. There has been an item included for the cement to be used with this item but there has not been items set up for Curing Coat or Contractor Designed Chemically Stabilized Subgrade. Please confirm that the Department is not requiring a Curing Coat or a Design from the contractor.

Question Submitted: 3/2/2007

Question Number: 6

The project calls for only a 90 day closure for the purpose of constructing the bridge on this project. This time frame seems to be very aggressive for the amount of work that needs to be completed and the fact that there is an alternate local detour route for the local residents to use. It would seem more cost effective for the department and to the tax payers to increase the length of the closure to an more efficient closure time of 150 days. Will the department consider lengthening the closure time and if not how was the ninety day closure time established?

Question Submitted: 3/2/2007

Question Number: 7

1. The plans give a detail for cast-in-place intermediate concrete diaphragms, but make no mention of the steel diaphragm alternate allowed in the standard drawings. Can steel diaphragms be used? If not, what type of concrete is to be used for these diaphragms, (the standard drawing calls out for Class S)?2. Who is responsible for unloading the beams and guardrail at the Engineers yard?3. Are we to assume no over-length beams will be required to be hauled for taking the existing bridge beams to the Miami County Engineer's yard? 4. It appears that the pavement removal quantity (sy)has been duplicated in the excavation quantity (cy). 5. The plan note for the Item 202-Pavement removal – Sheet 10/229 states that this item is only for the concrete pavement removal – typically this would mean that there would be a wearing course removed item to remove the asphalt on top of the concrete pavement.

Question Submitted: 3/7/2007

Question Number: 8

The proposed piles for the piers are very close to the existing piles. Has the design accounted for the possibility that the existing piles will interfere with the proposed piles?

Yes, piling interference issues were evaluated. The pile pattern provided in the plans is anticipated to avoid the existing piles as shown in the existing plans. However, the true location of the existing piling is not known. Upon removal of the existing pier footings, the feasible location of the proposed piles should be evaluated. Proposed pile spacing will need to be adjusted as necessary to avoid interference. This is the main reason why raft foundations were provided for the cap & column piers. This will supply more flexibility in pile location.

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: 3/7/2007

Question Number: 9

Will stay in place metal forms be allowed on this project?

No.

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