

# Ohio Department of Transportation

## Prebid Questions

Project No. 040584

Sale Date - 12/17/2004

Question Submitted:

Question Number: 1

Plan page #1 states "The standard specifications of the State of Ohio, DOT .....shall govern this improvement." CMS 625.21 clearly states "The Department will measure [Conduit] [Trench] [Distribution Cable] by the number of feet...". CMS 625.22 clearly states "The Department will pay for accepted quantities at the contract price as follows:" and lists conduit, trench and distribution cable. Plan page 95 states " (fittings, i.e. expansion fittings) cost shall be included with the unit bid price of conduit" . There is a significant amount of 2" GRS and expansion fittings required. There is no bid item for this conduit, nor some of the cable required. Does CMS 625.21 and 625.22 apply to this project?

**Yes. I am assuming that you are referring to the Median lighting conduit. A conduit quantity is called out in the lighting general and sub-summary summary along with the cable. ( please see sheets 52 and 53 ) The expansion fittings are covered under the conduit item per CMS 625.12B. See page 598 of the 2002 CMS. The conduit and cables for the Navigation lights and Webcams is include the separate Lump sum Misc. items. If their are other items that have not been covered in the above, please advise the department.**

Question Submitted:

Question Number: 2

What are the per monthly electrical cost for the electrical items on the bridge?

**The costs run the district an average of 1000 dollars per month.**

Question Submitted: 11/15/2004

Question Number: 3

1. THE PLAN NOTE ON PAGE 64/116 STATES THAT STAY IN PLACE FORMS ARE ALLOWED ON THIS PROJECT. MY QUESTION IS CAN THE VOIDS AT THE BOTTOM OF THE STAY IN PLACE FORMS BE FILLED WITH STYROFOAM STRIPS?

**The answer is no. See addenda 1.**

Question Submitted: 11/22/2004

Question Number: 4

The Portable Changeable Message Signs appears to be over stated. The MOT drawings only show 2 PCMS during Phase 2,3,4 lasting a total of 20months. This would give you 40 sign months not 144. Is this in error?

In the Embankment APP items, can we place the same material that is excavated back? If so, will the pH level need to tested?

**A1) The intent was for 6 boards to be used over 24 months. Two of the boards are shown in the plans. Two were to be placed just outside of the area shown in the plans. Another two were to be placed on the Ohio Turnpike. A2) The excavated material may be reused if it falls within the parameters specified within the notes. Yes, the contractor needs to prove to the department that the reused material meets the stated specifications.**

Question Submitted: 11/24/2004

Question Number: 5

We have been unable to obtain access commitments for this project, nor have our inquiries regarding the frequency of rail traffic, and passage through the railroad bridge, just north of the structure, been satisfied. Please assist in the coordination of access to the project and passage through the railroad bridge, or provide additional time to allow bidders to negotiate the same.

Question Submitted: 11/24/2004

Question Number: 6

Will the Steel Price Adjustment apply to the stay in place forms?

**The Steel Price Adjustment will NOT be applied to the stay in place forms.**

Question Submitted: 11/24/2004

Question Number: 7

It is unreasonable to believe that 100% of the shear connectors will be retained when removing the concrete on top of the existing precast beams. What is the allowable loss of the connectors? What is the appropriate repair to replace the connectors?

**A1) zero percent A2) The contractor will need to propose a repair method during construction. The department can not provide a repair plan when the exact damage is undefinable and when the exact removal method is up to the contractor.**

Question Submitted: 11/24/2004

Question Number: 8

Will the Department consider the use of precast stay in place deck panels?

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## Ohio Department of Transportation Prebid Questions

Question Submitted: 11/29/2004

Question Number: 9

Addendum #2 revised ref no. 153 to 6621cy of concrete. I understand they lumped the parapets and median barrier into the deck pay item. However, I don't see where they pier and abutment diaphragm concrete has been accounted for. They pay item appears to be a little light on volume. Please Advise.

Question Submitted: 11/29/2004

Question Number: 10

Addendum #2 revised ref no. 153 to 6621cy of concrete. I understand they lumped the parapets and median barrier into the deck pay item. However, I don't see where they pier and abutment diaphragm concrete has been accounted for. They pay item appears to be a little light on volume. Please Advise.

Question Submitted: 11/30/2004

Question Number: 11

The Proposal does not include a "Value Engineering Change Proposal" note. Will the Department consider including this note on this project?

**No, the Dept does not add VECP to projects with Innovative Contracting methods.**

Question Submitted: 12/1/2004

Question Number: 12

The question has risen from one of our suppliers that if temporary steel liners are left in place for the drilled shafts, does the steel need to be made in the USA? Since they are a non-structural element.

**Please be advised that Ohio Revised Code §153.011(D) permits the Director of the Department of Transportation to authorize the use of a minimal amount of foreign steel products. However, you should not base your bid on the assumption that your request to the Director will be approved.**

Question Submitted: 12/10/2004

Question Number: 13

Dear ODOT,

With regards to the above referenced project, The PCB in phase 3 stays in the same place as phase 2, yet the quantity reflects a movement of this PCB. Could you please verify.

**ITEM 642, EDGE LINE, TYPE 1**

Question Submitted: 12/10/2004

Question Number: 14

Question submitted: "Plan page #1 states "The standard...."

The reply: "Yes. I am assuming that you are referring ...."

You cannot assume that I am referring to the Median lighting conduit when that conduit is 4" and I specified 2" which is the Nav. lite and Webcam conduit. If the answer is yes, then quantities and bid items need to be furnished per the CMS.

**The items will remain as shown in plan. Please bid as such.**

Question Submitted: 12/13/2004

Question Number: 15

I am looking for the "Grade of lumber for the timber fenders. Not the piling, but the timbers...10x10 timber fenders. The following grades are available to supply, please list the egrade in need for this project.

DSS (Dense Select Structural) 1750 fb psi

SS (Select Structural) 1500 fb psi

#1 Dense 1550 fb psi

#1 1350 fb psi

#2 850 fb psi

Please advise asap so I can quote the prospective general contractors the right material.

Thanks in advance for your response

Sincerely,

Steve Adelman  
Sales Manager

**DSS grade.**

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# Ohio Department of Transportation

## Prebid Questions

Question Submitted: 12/2/2004

Question Number: 16

Does the contractor have to use spiral reinforcing steel on the Caissons and Piers or can we substitute circular stirrup bars in place of spirals?

**Spiral bars must be used.**

Question Submitted: 12/3/2004

Question Number: 17

We just received addendum #3 That added the shaft Inspection device. The third paragraph of the specification says "The contractor shall procure the SID..." I talked to the manufacturer listed and they informed us the unit costs \$83,000.00. They also informed us that district 2 has one on a project in Toledo, and They were going to take ownership of it soon. My question: Will District 2 supply the unit for this project? If so, is there a rental fee? If no rental fee is charged, would they want a credit?

**The existing SID will be utilized on another project and will not be available for use on this project.**

Question Submitted: 12/3/2004

Question Number: 18

Dear ODOT

The Ruhlin Co. has questions on the above referenced project as follows:

1)Where the plans call for 32" PCB w/ 18" glare screen and 32" bridge mounted w/ 18" glare screen,, can the contractor elect to use 50" PCB and 50" PCB "bridge mount"?

2)Plan sheet 63 of 116 calls for abutment HPile order lengths @ Rear & Fwd. abutments to be 75 lf/ea & 65 lf/ea respectively. Is it ODOT's intent to supply and drive each abutment in a single length or can the contractor order truckable lengths using one splice per pile?

3)Plan sheet 62 of 116 has a note under item 202-Portion of structure removed, over 20' span, as per plan, regarding submitting a falsework protection plan for protection of traffic (boat) under the bridge during demolition. Is falsework required only between piers 11 & 12 (between the fenders in the channel) or is it required for the entire length of the bridge over 'any' water?

4)Can boat traffic crossing under the bridge be restricted to span 12 only? Are warning signs required on buoys in the water for boat traffic control?

5)Will the Coast Guard allow the contractor to work on both sides of the bridge sub-structure from the water off of barges @ the same time?

6)There was discussion at the pre-bid meeting about closing one lane of traffic on the bridge Monday evening and leaving it up until Friday morning. This conflicts with the table of lane closures on sheet 6 of 116. Would you please clarify?

Your response to these questions at your earliest convenience is appreciated.

Sincerely,

David A. Thelen

**No. The "INTERIM COMPLETION DATES" General Note specifies the August 31, 2005 completion date for the following items only.**

Question Submitted: 12/3/2004

Question Number: 19

Ref 120 Rmvl Misc. Portion of Fender System Removed; 1 Is  
See sheet 101/116 Fender System Plan and Details.

The plan view of the fender system on sheet 101 isn't a typical example of what is actually in the field. The two west fenders that are marked for removal at pier/caisson 11 & 12 RT have additional piling members not shown on drawing. The additional battered & clustered piling system is steel tubing material.

- 1) Is the steel piling concrete filled?
- 2) What is the diameter of the piling?
- 3) How many piles are there?
- 4) Is the steel cross member connecting the battered steel piling concrete filled?
- 5) Will the locations of steel or wood piling interfere with the proposed caissons below the mud line at all for piers?

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# Ohio Department of Transportation

## Prebid Questions

Question Submitted: 12/3/2004

Question Number: 20

These questions pertain to the wodd fender systeme modifications

1. In add. #2 you deleted Ref. No. 126, Timber Piles Creosoted. Where are these piles to be paid for.
2. In the prebid meeting, we talked about adding quantities for the timber pile and waler replacements on the existing structure. You made these lump sum. We have no way of quantifying these items. We need a per each quantity for both items for Ref. No 200 and 201.
3. The timber pile lengths are approx 50' long (581.5 top and 530.0 tip). The distance from the chanel bottom to the bottom of the existing bridge beams is also 50'. How are we to drive these piles since there is no room for the hammer or crane boom under the existing structure.
- 4.

Question Submitted: 12/7/2004

Question Number: 21

- 1) Where the plans call for 32" PCB w/ 18" glare screen and 32" PCB bridge mount w/ 18" glare screen, can the contractor elect to use 50" PCB and 50" PCB bridge mount?
- 2) Plan sheet 63/116 calls for abutment H-Pile order lengths @ Rear & Fwd. abutments to be 75 lf/ea & 65 lf/ea respectively. Is it ODOT's intent to supply and drive each abutment in a single length or can the contractor order truckable lengths using one splice per pile?
- 3) Plan sheet 62/116 has a note under item 202-Portion of structure removed, regarding submitting a falsework plan for protection of traffic (boat) under the bridge during demolition. Is falsework required only between piers 11 & 12 (between fenders in the channel) or is it required for the entire length over any water.
- 4) Can boat traffic crossing under the bridge be restricted to span 12 only? Are warning signs required on buoys in the water for boat traffic control?
- 5) Will the Coast Guard allow the contractor to work on both sides of bridge substructure from the water off of barges @ the same time?
- 6) In the prebid minutes, there is discussion about lane closures going up on Monday evening and staying up until Friday morning. There is a conflict with the table of lane closures on sheet 6/116. Could you please clarify.

Question Submitted: 12/8/2004

Question Number: 22

We just received Addendum #4. I would like you to clarify the answer for Question #11. The note on sheet 62/116 Never uses the word "FALSEWORK". The person asking the pre-bid question erroneously used that term in the question. That term implies to me you can only use plywood and 2x4's to protect vehicle or boat traffic. The plan states, and we believe the intent is, for all the people to be protected by something approved by The Engineer. The text refers to your "plan", "devices", and "structures" to ensure such protection. The answer given by The Department is correct: "The entire length of the water...[shall be protected]" (By any effective method approved by The Engineer should be added) It is not necessary to cut down an entire forest to accomplish this.

**Please see addendum #5.**

Question Submitted: 12/8/2004

Question Number: 23

With the large number of construction joints required on this bridge deck, will the contractor be required to meet the profile tolerances?

**Yes.**

Question Submitted: 12/8/2004

Question Number: 24

Addendum No.4 dated December 8, 2004 indicates that 50" "Bridge Mounted" portable concrete barrier is acceptable for use on the project. Please indicate the standard drawing or supplemental specification to be used in determining the suitability of 50" Bridge Mounted PCB.

Please clarify the answer to Question 11 in addendum No.4; Is the Department requiring falsework for "the entire length over the water"? This is a very significant expense. Please advise.

**Please see addendum #5.**

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## Ohio Department of Transportation Prebid Questions

Question Submitted: 12/8/2004

Question Number: 25

Moving the deck construction joint, from the location detailed on plan sheet 20/48, to the top of Girder 'G' could eliminate the need for about 7300 reinforcing steel mechanical connectors; and the need for costly "exterior" style forming techniques in bay G-H. The savings could be significant. The newly located construction joint could be sealed by extending the HMWM seal at the toe of the median barrier to include the construction joint. The numerous transverse construction joints necessitated by the deck pouring sequence would seem to indicate the department is not necessarily opposed to properly sealed superstructure joints. Please advise.

**The district has reviewed your question and determined that the construction joint shall be placed as shown in the bidding documents.**

Question Submitted: 12/9/2004

Question Number: 26

Please check the quantity at Reference # 152. The Estimated Quantities on plan sheet 65/116 appear to be correct for both the abutments and the superstructure, but could be significantly overstated for the piers.

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