

Ohio Department of Transportation

Prebid Questions

Project No. 070096

Sale Date - 3/23/2007

Question Submitted: 2/1/2007

Question Number: 1

Please confirm that this is a medium and not a heavy design requirement for plant mix pavements. The (446/448) Type 1H surface and the 448 Type 2 PG64-28 appear to be a heavy design criteria. Is it ODOT's intention to use the PG64-28 on such small areas that will result in cold joints in the intermediate course at the bridges.

Question Submitted: 2/15/2007

Question Number: 2

the pile ultimate design load is 113tons which equates to a CMS min wall thickness of 0.251". will 0.250 wall be allowed?

It is acceptable to allow 0.25-inch thick CIP piles for this project. The equation for minimum pile wall thickness in CMS 507.06 was developed for 12-inch diameter piles. The piles for this bridge widening are 14-inch diameter, so a 0.25-inch thick pile will provide more area of steel than a 0.25-inch thick 12-inch diameter pile.

Question Submitted: 2/21/2007

Question Number: 3

Please review the practicality of using cement stabilization to treat the Subgrade for this project. In conversations with cement stabilization sub-contractors, there is no conventional equipment to accomplish cement stabilized subgrade for the narrow widths (4.5') called for on this project. According to these sub-contractors the smallest machine used for cement stabilization at depths of 12" & 16" is 8' wide and need to be one foot from the existing sawcut pavement. Furthermore, the "Overnight Trench Closing" note on plan sheet 17 of 396 states "The base widening shall be completed to a depth of no more than 5" below the existing pavement by the end of each work day." Per specification 206.05 D "Cure the chemically stabilized subgrade for at least five (5) DAYS before the placement of the overlaying course, the 5" requirement can not be met. The drop off during cure time will be 14 1/2". Again, please review the practicality of using cement stabilization to treat the Subgrade for this project.

Answer: We have reviewed the narrow width and agree there is not a standard machine used for cement stabilization this wide however there are standard roadway/paving machines that can do this work, please bid according to plan. Answer: Our construction department noted this also please refer to the second addendum

Question Submitted: 2/26/2007

Question Number: 4

1. It appears there is an error in Soil Boring SP-23. This boring shows a top elevation of 801.1. We believe that the top elevation should be approximately 808.4. Please verify if this is correct and if so provide a corrected soil boring at the location of SP-22.2. For Structures TRU-87-0375 and TRU-87-0396 elevations are given for a 25 Yr. and 100 Yr. storm. Please provide NORMAL water elevations and flow data for these structures so that a cofferdam system can be designed.3. Based on the hydraulic data given for TRU-87-0375 and TRU-87-0396 it appears that we will be excavating about 7.5' below the water surface. Because of this, an extensive cofferdam system will be required to control the water. The detour durations set up in the plans for these two structures are 10 and 21 days, respectively. With the time that it will take to control the water, we feel that there is not nearly enough time given to demo the existing structure, install and remove the cofferdam system, excavate and refill unsuitable material 3.5' below flow line, and construct the new box culverts complete. Please reconsider the detour durations for the two box culverts.

Question Submitted: 2/26/2007

Question Number: 5

The average width of subgrade treatment areas is very narrow. It would be very difficult for contractors performing cement stabilization to be able to construct these areas due to the size of equipment typically employed by these contractors. Would it be possible to provide an alternative treatment?

We have reviewed the narrow width and agree that there is not a standard machine used for cement stabilization for the width shown in the plans; however, there is equipment which can do the work, such as standard roadway/paving machines. Choice of appropriate equipment and methods is up to the contractor.

Question Submitted: 3/14/2007

Question Number: 6

Addendum No.4 refers to linked plan sheets for Soil Boring SP-23 and normal water elevations on sheets 297 and 300. There was no link on Addendum No.4 for these revisions. Please provide a link to the revised sheets.

Question Submitted: 3/7/2007

Question Number: 7

With the project being delayed to 3-16-2007, work probably cannot be started until 4-1-2007. With this time frame it will be very difficult to cut all the trees down before the April 15 cut off date because of the Indiana Bat restrictions. Will ODOT allow trees on this project to be cut after April 15 to facilitate the construction required?

ODOT has begun a tree clearing contract prior to the award of the project. There should be no bat trees by April 15 on the project.

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.