

# Ohio Department of Transportation

## Prebid Questions

Project No. 100280

Sale Date - 5/27/2010

Question Submitted: 4/12/2010

Question Number: 1

1. The PCB quantities appear to be incorrect. The run shown on sheet 68 on the SB side is not included. The run from 910+90 to 948+50 on the NB side in Phase 3 is 50" in the summary however it is not separating traffic. 2. The work zone impact attenuator quantity appears incorrect. Does the run on Sheet 68 need an attenuator? 3. In the subsummary for the maintenance of traffic there is striping for the SB side in Phase 3. It appears that traffic does not shift from Phase 2 to Phase 3 because the barrier does not shift in these areas. 4. There is a bid item for Transition Area Delineation and it never specifies what is included in this item. Please clarify what exactly is included. In recent jobs this item has been removed and the individual items are added. Would the department consider this option. If not it appears the quantity for this item is incorrect also. Phase 2 and 4 quantity is not included and Phase 3 is incorrect. 5. The work zone speed limit sign quantity appears incorrect.

**This questions has been answered by forthcoming addendum.**

Question Submitted: 4/14/2010

Question Number: 2

The last sentence of the 8th paragraph under Environmental on plan sheet 10B/470 states All closures during the period of April to October. Please clarify this statement. It appears that a portion of that sentence is missing.

**This questions has been answered by forthcoming addendum.**

Question Submitted: 4/14/2010

Question Number: 3

The 12th paragraph under Environmental on plan sheet 10B of 470 refers to riverbank vegetation and a landscaping plan to be developed for restoration of riparian vegetation within 120 ft of the river. How is this work to be paid for?

**This questions has been answered by forthcoming addendum.**

Question Submitted: 4/14/2010

Question Number: 4

1. The 5th paragraph under Environmental on plan sheet 10B/470 states that Demolition of the existing bridge would be by piece meal. The suspended spans would be lowered to the ground and the piers would then be disassembled piece meal to approximately the top of footings. Under Structure Removed, over 20' span As Per Plan on plan sheet 278/470 it states that If the contractor chooses to incorporate blasting to remove portions of the structure... We assume that it is ODOT'S intent to only lower the suspended span over the river to the ground and not all suspended spans since blasting will be allowed as per the note on plan sheet 278/470.

**This questions has been answered by forthcoming addendum.**

Question Submitted: 4/19/2010

Question Number: 5

There are no construction Joints shown to cast the pier segments. Can the pier segments be cast in 3 pours? Pour 1 being the bottom slab. Pour 2 being the Segment walls and diaphragms. Pour 3 being the top slab.

**The pier tables can be cast in 3 pours at the Contractor's option. The location of construction joints will need to be shown in the shop drawings required in Special Provision: Concrete Box Girder Construction.**

Question Submitted: 4/19/2010

Question Number: 6

There are no construction Joints shown to cast spans 1A & 6B. Can they be cast in 3 pours? Pour 1 being the bottom Slab. Pour 2 being the walls. Pour 3 being the top slab.

**The end spans on falsework can be cast in 3 pours at the Contractor's option. The location of construction joints will need to be shown in the shop drawings required in Special Provision: Concrete Box Girder Construction.**

Question Submitted: 4/19/2010

Question Number: 7

In the Special provision for Post-Tensioning on sheet 25/43 under 6.2 it states that " The time between the first installation of the unstressed prestressing steel in the duct and the completion of stressing and grouting operations shall not exceed seven (7) calendar days. We believe that the 7 calendar day specification was developed for a different climate such as Florida or areas that have salt concentrations in the air that have adverse impacts to uncoated steel. On a previous project (ODOT Project 060372 CUY - Fulton Road) this duration is 20 days. The Cleveland area has a harsher climate than the Cincinnati/Lebanon area. Can this project be revised to 20 days or more?

**The Department is revising the Post-Tensioning Special Provision (March 2009). The revised special provision will be provided in a future addendum. The seven calendar day specification will be revised in the new special provision.**

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# Ohio Department of Transportation

## Prebid Questions

Question Submitted: 4/19/2010

Question Number: 8

Bid items 190 and 264 are to include the testing, inspection and quality control for concrete other than Supplemental Specification 888 and 898. These bid items are listed under the left and right bridges. Should their be another bid item elsewhere to include the testing, inspection and quality control for non bridge related concrete?

**This questions has been answered by forthcoming addendum.**

Question Submitted: 4/19/2010

Question Number: 9

On page 52 of the proposal PN 121 states there should be a Incentive/Disincentive Contract Table in the plan General Notes. There is not a Contract Table in the General Notes. The proposal note PN121 should either be deleted or a Contract table should be provided in an addendum.

**This questions has been answered by forthcoming addendum.**

Question Submitted: 4/20/2010

Question Number: 10

In SP Cast-in-Place Concrete Section .01 Description – Is this Provision intended to include pier footings? to other items under SS898? Section .03 requires overdesign strength for mix designs to be based on the standard deviation of the production facility for mixes with HRWR. Section .07 requires the same for concrete used in pier shafts and box girders. Does this requirement apply to all concrete under this Provision? Can Table 5.3.2.2 in ACI 318 be used to determine the overdesign when a concrete production facility does not have field strength test records for calculation of standard deviation? Section .05 Inspection – Can ACI 318-08 be used instead of ACI 318-99? Section .05 Inspection – Do the acceptance criteria of this section and ACI 318 take precedence over those in SS 898.10? Section .05 Inspection (and SP Concrete Box Girder Section .04 - F.) – Is concrete maturity testing per S1098 and SS898.12 acceptable instead of field cured cylinders to determine when forms can be removed and post-tensioning can be stressed? Section .07 requires permeability of 2500 coulombs at 60 days. Can the modified AASHTO T-277 test method in SS898.05 be used? From Sheet 277/470 How is QSC3, SUBSTRUCTURE (ABUTMENTS ABOVE BEAM SEATS) different from SS898 QSC2 concrete?

**An addendum will be forthcoming.**

Question Submitted: 4/21/2010

Question Number: 11

Could the department please confirm how the crossover excavation is to be paid? It appears as though there is no accounting of the quantity for this work on any of the bid item tabulation sheets.

**This questions has been answered by forthcoming addendum.**

Question Submitted: 4/21/2010

Question Number: 12

Supplemental Specification 898 QC/QA Concrete for Structures allows the use of maturity testing for the in place strength of the concrete. The Special Provisions for Cast-in-Place Concrete July 2008 and Concrete Box Girder Construction July 2008 both state that concrete test cylinders will be made. Can maturity testing be used in lieu of Concrete test cylinders.

**Question will be addressed in a forthcoming addendum**

Question Submitted: 4/21/2010

Question Number: 13

The Construction Sequence starting on plan sheet 281/470 assumes that 2 pairs of form travelers are used. Using 2 pairs of travelers it is obvious that the current schedule completion date of 6/30/2014 is unachievable. Can the completion date be revised so that 2 pairs of travelers can be used?

**This questions has been answered by forthcoming addendum.**

Question Submitted: 4/22/2010

Question Number: 14

Will supplemental specification 898 be in effect for this project?

**Yes, SS 898 will be in effect.**

Question Submitted: 4/22/2010

Question Number: 15

Can the dgn or dwg files for this project be made available?

**<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/WAR-22950/>**

Question Submitted: 4/23/2010

Question Number: 16

Could not find any Special Provisions for the POT BEARINGS (ITEM# 516E45001)

**There is no special provision for the pot bearings. Bearing details can be found in the plans on sheets 458/470 and 459/470.**

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# Ohio Department of Transportation

## Prebid Questions

Question Submitted: 4/23/2010

Question Number: 17

Plan notes on sheet 279/470 under "Piles Driven To Bedrock" state that restriking of non dynamic load testing piles is incidental to item 507 - Steel Piles, Misc.: HP 14x89 Driven. How is the contractor to know at bid time how many incidental restrikes there will be. There are a total of 398 piles of which 7 will have restrikes leaving 391 possible incidental restrikes. These added restrikes should be paid for by ODOT unless ODOT wants all bids to include 391 incidental restrikes in the bids that may or may not be used. Restrikes can be costly. Please review this and clarify it in an addendum.

**Question will be addressed in a forthcoming addendum**

Question Submitted: 4/23/2010

Question Number: 18

Can you provide a table or list with each required concrete mix design for the bridge structure, the application of each mix, and the required materials and properties for each mix?

**Question will be addressed in a forthcoming addendum**

Question Submitted: 4/23/2010

Question Number: 19

There is no bid item for Law Enforcement Officer with Patrol Car. Please add the appropriate amount of hours for the project.

**Question will be addressed in a forthcoming addendum**

Question Submitted: 4/28/2010

Question Number: 20

Could the 1962 borings prepared by Louis Berger and Associates be provided? Soil Borings B-128 and B-111 do not investigate deep enough for the 110 ft drive length of Pier 5 Northbound Piles.

**<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/WAR-22950/>**

Question Submitted: 4/28/2010

Question Number: 21

When will the first addendum be out to answer the questions currently on the prebid question list? A lot of the questions have major impacts to the contractors estimates. It was mentioned at the prebid meeting that the first addendum will be out early this week.

**Posted Now**

Question Submitted: 4/29/2010

Question Number: 22

Post-tensioning Specification Section 4.2.5.5.3 (last paragraph) and 4.2.6 discuss the details of duct coupler assemblies intended for PRE-CAST segmental bridge construction. Does the Department desire to use "Segmental Duct Couplers" for this CIP segmental project. Please clarify. Thank You.

**The Department is re-writing the Post-tensioning Specification Section 4.2.5.5.3 (last paragraph) and 4.2.6 discuss that discuss details of duct coupler assemblies intended for PRE-CAST segmental bridge construction. The re-write will address the coupler assemblies to be used. The revised Special Provision will be updated by addenda.**

Question Submitted: 4/29/2010

Question Number: 23

In past lettings, the technical requirements for the pot bearings were specified in the General Notes. The information on Sheets (458 & 459 of 470) do not specify the fabrication requirements, testing requirements, ect. Will any additional information be provided?

**This question is being answered by an addendum submitted for processing on 5/7/10.**

Question Submitted: 4/30/2010

Question Number: 24

The quantities for Bid Items 195 and 269 QC/QA Concrete, Class QSC3 Superstructure, APP seem to be approximately 875 cy understated each. This is the approximate quantity of the 8' Closure Pours, Segments Cast on Falsework, Abutment End Diaphragms, and Deviation Blocks. Please verify these are included in the bid quantity and that it is correct.

**This question is being answered by an addendum submitted for processing on 5/7/10.**

Question Submitted: 4/30/2010

Question Number: 25

Should a bid item be added for Portable Changeable Message Signs?

**This question is being answered by an addendum submitted for processing on 5/7/10.**

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# Ohio Department of Transportation

## Prebid Questions

Question Submitted: 5/10/2010

Question Number: 26

When will the second addendum be issued by the Department? It appears from the answers to the prebid questions that this addendum will be substantial, with a revised Post-Tensioning Special Provision as well as many other changes which will affect the Contractor's estimates. In consideration of the demanding site, access restrictions, geotechnical challenges, and significant structure issues, and to allow time to incorporate addendum #2 into our estimates, we would like to request a 2 week postponement to the bid date.

**Addendum 2 has been issued. The sale date will not be postponed at this time.**

Question Submitted: 5/11/2010

Question Number: 27

On Sheet 458 of 470 (192/204) the ROTATION is missing in the table for designing the bridge bearings.

**Plan sheet 458/470 is revised by this addendum to include the rotation requirements for the bearings.**

Question Submitted: 5/11/2010

Question Number: 28

Question 1. Bid Item #0008 Excavation: Does the excavation quantity of 128,889cy also include the quantity for pavement removed? Reviewing the cross-sections it looks to be included. Question 2. Can the bid date be extended?

**The reference item #0008 does include the removal of the existing pavement. Quantities of excavation and embankment are revised by this addendum to correct this error. The removal of existing pavement is covered under reference number 0002, and includes the full depth removal of the existing asphalt shoulders, asphalt wearing course, and concrete pavement. Cross section and earthwork subsummary sheet revisions and markups are not included along with this addendum for these items. The bid date will not be changed.**

Question Submitted: 5/11/2010

Question Number: 29

Addendum # 2 included PN 525 dated 4/16/10 which removed major items such as Reinforcing steel and post-tensioning steel from the list of steel products that the steel price adjustment apply to. This project has over 10,000,000 lb of reinforcing steel and over 2,300,000 lb of post-tensioning steel on it. This project will also last until sometime into 2015. Is it truly ODOT'S intent to put the risk on the contractors to estimate what the future costs of the volatile steel industry will be in 2015? Contractors will only add cost to their bids due to this. It would be in ODOT'S best interest to not put this burden on the contractors and revise PN 525 to include reinforcing steel and post tensioning steel for this project. Please revise PN 525 in an addendum.

**It is ODOT's intent to utilize the most recent revision to PN 525. The bids should be based on the inclusion of PN 525 dated 4/16/10.**

Question Submitted: 5/11/2010

Question Number: 30

Upon review of the clarifications presented in the recent addendums, we feel that the department has addressed all applicable concerns to the estimation of this project. We feel that the project can be concisely estimated with all the information provided. In addition, with the estimate workload coming in future lettings we feel the project must be bid on the current bid date of 5/20/2010.

**So noted.**

Question Submitted: 5/11/2010

Question Number: 31

Can contractors gain entry to the access road off of the scenic view drive in the north bound rest area? The gate is currently locked so is there someone we can call to get it unlocked or will there be a time when it can be unlocked for contractors to inspect the road?

**The Department will provide access to this location at the following time: Thursday, May 13, 2010 12:30pm to 3:30pm. Contractors will be required to sign-in with the ODOT Attendant at the gate location.  
<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/WAR-22950/Site Access Sign in.pdf>**

Question Submitted: 5/11/2010

Question Number: 32

The General Notes state that limited electronic ground survey information is available for the proposed laydown areas. Does the available information include any survey information on the access road from the NB rest area to the picnic area? We called the phone number listed in the General Notes 513-933-6614 and were told by ODOT personnel that a prebid question had to be submitted to have ODOT post an ftp site where the information could be accessed.

**<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/WAR-22950/>**

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# Ohio Department of Transportation

## Prebid Questions

Question Submitted: 5/12/2010

Question Number: 33

The project specifications call for the removal of certain Petroleum Based Contaminated Materials by the Contractor and also contemplates the existence of other hazardous materials. Will ODOT be signing the manifest for the removal of hazardous materials defining themselves as the Generator of those materials? Will ODOT provide the Contractor with indemnify for any liability arising from the existence of Hazardous Materials which are existing on the project site?

**The department has reviewed the environmental documentation, and no hazardous materials or petroleum contaminated soils are expected to be encountered. This addendum removes the note and reference number associated with Petroleum Contaminated Soils.**

Question Submitted: 5/12/2010

Question Number: 34

It appears to us as if the Bid Item #0008 Excavation quantity includes the roadway pavement removal volume. However, there is a Pavement Removal Bid Item #0002, paid by the square yard. Can the Department deduct the roadway removal quantity from the excavation quantity on a station by station basis? Also, to clarify, to what depth is the roadway removal item paid? Can the Department provide a typical section for the existing roadway? Are the asphalt shoulders paid as roadway removal or as excavation?

**The reference item #0008 does include the removal of the existing pavement. Quantities of excavation and embankment are revised by this addendum to correct this error. The removal of existing pavement is covered under reference number 0002, and includes the full depth removal of the existing asphalt shoulders, asphalt wearing course, and concrete pavement. Existing typical sections are shown in the plans. Cross section and earthwork subsummary sheet revisions and markups are not included along with this addendum for these items.**

Question Submitted: 5/12/2010

Question Number: 35

In order to answer the numerous outstanding prebid questions, the Department will likely have to issue an Addendum #4. To allow the Contractors time to review Addendums #2 and #3 which were only issued yesterday, May 11, as well as to review Addendum #4 and incorporate the many changes to our estimate, we must ask for an extension to the bid date in order to properly address these Addendums with our subcontractors and suppliers in order to provide a competitive bid to the Department.

**The project sale date will not be revised at this time.**

Question Submitted: 5/12/2010

Question Number: 36

Are tower cranes able to be utilized on this project? specifically can the jib and the counter jib be over live traffic. If yes(towers can be used ) are there any other measures that need to be taken into consideration as far as restrictions of assembly and disassembly of the tower?

**The use of tower cranes falls under the Contractor's means and methods. No part of a tower crane is allowed over live traffic while in operation or when idle. This addendum provides additional maintenance of traffic requirements for short term closures of the roadway to traffic.**

Question Submitted: 5/12/2010

Question Number: 37

The Special Provision for Post-tensioning states on page 42 that 182,800 pounds of duct confinement reinforcing steel has been added to the total quantity of reinforcing steel for each bridge. However the Basis of Payment on the same page states that the payment for Post-tensioning includes the confinement reinforcing steel. Please advise where the duct confinement reinforcing steel should be included.

**The confinement reinforcing steel (182,800 lbs per bridge) is included in reference numbers 0166 and 0244.**

Question Submitted: 5/12/2010

Question Number: 38

Quantities for the Single Slope Barrier Type B-1 and Type C-1 do not match the typical sheets 7 and 8, also three of the Type B-1 inlets are in the Type C-1 pay lengths. please advise.

**The typical sections are correct. Quantities for Single Slope Barrier Type B-1 and Type C-1 are revised by this addendum. Inlet quantities are also revised by this addendum.**

Question Submitted: 5/12/2010

Question Number: 39

For the Special Provisions for QC/QA Concrete for Structures, is it acceptable to make 4"x8" quality control/acceptance compressive strength cylinders for Contractor Quality Control (QC) & Acceptance Testing?

**Concrete cylinders shall be as designated in Special Provision QC/QA Concrete For Structures.**

Question Submitted: 5/12/2010

Question Number: 40

In order to construct the new southbound bridge in the existing median, tower cranes may need to be utilized for the construction of the segmental superstructure. Will the Department allow the tower crane counterweights to extend over live traffic, with proper clearance (20') provided above traffic?

**No part of a tower crane is allowed over live traffic while in operation or when idle. This addendum provides additional maintenance of traffic requirements for short term closures of the roadway to traffic.**

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# Ohio Department of Transportation

## Prebid Questions

Question Submitted: 5/12/2010

Question Number: 41

Is there conduit inside the Single Slope, Type B1 & C1 Barrier?

**In accordance with the typical sections, conduit is not required in the concrete barriers Type B1 and C1.**

Question Submitted: 5/12/2010

Question Number: 42

1. Addendum #1 changed the Item No., bid item description, and the quantity for Ref. #72, which was formerly the asphalt base item. The Item No. and description now read the same as Ref. #75. Currently there is no item for asphalt base. Is this a mistake? Did ODOT intend to change the quantity of Ref. #75? 2. Addendum #3 provided a new QC/QA concrete spec, which has a top pay factor in Table 5 of 1.0. This is followed by a compressive strength example, which references a factor of 1.04 taken from Table 5. Is the 1.0 factor shown in the table a typo, or is it really ODOT's intent that there be absolutely no bonus incentive on this job?

**Addendum #1 inadvertently changed reference #72 from Asphalt Concrete Base to Asphalt Concrete Surface Course. This addendum corrects this mistake by revising Reference #72 back to Asphalt Concrete Base and revising Reference #75 as per originally intended. Please note that the revised sheets included with Addendum #1 accurately reflect the change intended by Addendum #1. It is the Department's intent to not provide the bonus incentive with respects to QC/QA Concrete for Structures. Table 5 in the special provision is correct with a maximum pay factor of 1.00. The example referencing a factor of 1.04 is a typographical error.**

Question Submitted: 5/12/2010

Question Number: 43

Will the Department allow the area under the bridges within the right of way, from the east side of proposed Pier 3 and up to the forward abutment, to be used as a waste area, if the view from the river and the trail are not hindered?

**The Department will not allow the proposed area to be used as a waste area. This area falls within the Scenic River Corridor and would be in violation of the U.S.A.C.E. 404 permit.**

Question Submitted: 5/13/2010

Question Number: 44

Is the concrete deduct for PT ducts in QC/QA Concrete, Class QSC3 Box Girder Concrete Superstructure, APP (Box Girder) included in the bid qty? If not, will it be deducted in the final pay quantity?

**The concrete deduct for PT ducts in QC/QA Concrete, Class QSC3 Box Girder Concrete Superstructure, APP (Box Girder) is not included in the bid quantity. Corrections will be made as part of the final pay quantity?**

Question Submitted: 5/13/2010

Question Number: 45

Addendum #3 added plan sheet 10C which modified field office requirements. Item 7 requires bi-weekly cleaning service. According to the dictionary bi-weekly can mean either once every two weeks or twice a week. Please clarify.

**Cleaning is required every other week.**

Question Submitted: 5/13/2010

Question Number: 46

RE: Office Calcs. Some of the quantities listed in the general summary refer the bidder to "Office Calcs." for an item's quantity details. Can these "Office Calcs." be provided to the bidders? It is useful to know the quantity details of the items in order to provide the most accurate bid.

**The Department is in the process of obtaining the quantity calculations from the design consultant. They are available here: <ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/WAR-22950/Pavement-Calc-DOT.pdf>**

Question Submitted: 5/13/2010

Question Number: 47

Bid Items 126 & 203 Unclassified Excavation, Including Shale, APP seem highly overstated if using the unclassified limits defined in ODOT CMS 503. I assume the excavation volume includes sloping for both abutment and pier excavation. Since contractors have the option to design their own Cofferdams, this will result in different excavation limits. Could these two references be revised to lump sum to eliminate quantity discrepancies?

**An addendum revises reference numbers 126 and 203, Unclassified Excavation, Including Shale, As Per Plan to lump sum bid items. In addition, the addendum clarifies the Cofferdams, Cribs, and Sheeting note. Additional information is provided to clarify what activities are included in this item.**

Question Submitted: 5/14/2010

Question Number: 48

Special provision 847 dated April 2010 states that the variable depth LMC material would be paid for under the Latex Modified Concrete Overlay (variable Thickness), material only bid item. There should be a variable thickness bid item for each bridge. Please add this bid item to both bridges in the next addendum.

**See forthcoming Addendum.**

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# Ohio Department of Transportation

## Prebid Questions

Question Submitted: 5/14/2010

Question Number: 49

When all three amendments are applied to the EBS file, ref # 72 goes from a 302 asphalt base bid item, to a 442 12.5mm Surface item. There is no pay item for 302 asphalt in the revised EBS file. Please clarify.

**An addendum revises Reference Number 72 back to the 302 Asphalt Base, and revises the quantity of Reference Number 75, Asphalt Concrete Surface Course.**

Question Submitted: 5/14/2010

Question Number: 50

Special Provision QC/QA Concrete for Structures dated April 2010 states " Cure all superstructure concrete according to the Class HP Requirements." The 511.17 specification states to cure the top surface of Class HP concrete deck superstructure concrete by Method A ( water curing followed by method B (membrane curing ). Is it ODOT'S intent to membrane cure the top of deck surface and then remove the membrane cure for the Latex Modified Concrete Overlay? Plan note on plan sheet 280/470 under Item 847 Latex Modified Concrete Overlay, As per Plan 1 1/2" thickness states that the deck surface which will contact the overlay shall be cleaned with compressed air. Please clarify in an addendum.

**The roadway surface of the concrete box girder superstructure shall be cured in accordance with SPECIAL PROVISION CONCRETE BOX GIRDER CONSTRUCTION, APRIL 2010. Per this special provision, the roadway surface does not receive an application of membrane curing compound.**

Question Submitted: 5/14/2010

Question Number: 51

AASHTO currently requires an on-site assessment and participation in a proficiency sampling program before an on-site laboratory can be accredited to test concrete cylinders as required by SS 898. Will this requirement be waived for an on-site laboratory to test quality control, quality assurance and field cured cylinders for this project?

**No, the requirement will not be waived for an on-site laboratory.**

Question Submitted: 5/14/2010

Question Number: 52

Per RM 4.3 page 2/2 there is a note titled "Reinforced End Anchorages" this note lists everywhere an end anchorage is required. Based on this note end anchors are required at inlets which are bordered by expansion joints. Please add quantities for the appropriate items. Per RM 4.6 two end transistions are also needed.

**See forthcoming Addendum.**

Question Submitted: 5/14/2010

Question Number: 53

Plan page 155, the cross section at station 936+00 illustrates an inlet no. 3 draining to a ditch on the left side. This inlet no. 3 will be installed in phase 3. This phase could last approximately 2 years. The ditch on the left cannot be built until phase 4, when existing SB 71 can be removed. How will the drainage be maintained between the phase 3 inlet installation, and the phase 4 ditch construction?

**See forthcoming Addendum.**

Question Submitted: 5/14/2010

Question Number: 54

Addendum # 2 revised proposal Note 525 Steel price adjustment to not include Reinforcing steel and Post tensioning Strand. Due to the large quantities and duration of this project can ODOT consider revising PN 525 to include Reinforcing steel and Post tensioning Strand for this project?

**See forthcoming addendum.**

Question Submitted: 5/14/2010

Question Number: 55

RE: Embankment, APP. Page 294D/470 in the structure grading plan refers to 203 Embankment, As Per Plan for the embankment placed around pier footings, however no bid item for Embankment APP can be found. Additionally, this work has not been quantified anywhere else in the plans. How will the contractor be paid for the pier embankment work?

**An addendum has been issued which removes the Embankment as per plan note on sheet 294D/470. Embankment around piers will be per CMS 503.08.**

Question Submitted: 5/15/2010

Question Number: 56

When corrections are made for final pay quantity of QC/QA Concrete, Class QSC3, Superstructure, APP (Segmental Box Girder), will the volume inside the PT ducts be included for payment?

**As stated in the response to the question dated 5/13/10 submitted at 11:20:42 AM, there will be a concrete deduct for the volume of the PT ducts installed in the box girder superstructures. This deduct will be made as part of the final pay quantity for QC/QA Concrete, Class QSC3 Box Girder Concrete Superstructure, As Per Plan (Box Girder). The volume inside the PT ducts is grouted per the POST-TENSIONING SPECIAL PROVISION, MAY 2010. Payment for the grouting is per the post tensioning special provision.**

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# Ohio Department of Transportation

## Prebid Questions

Question Submitted: 5/17/2010

Question Number: 57

Please confirm or revise the required compressive strength of concrete for drilled shafts on Sheet 277/470. Is concrete for this item tested under SP QC/QA Concrete for Structures or under Misc. Consultant for Concrete Quality Control?

**See forthcoming Addendum.**

Question Submitted: 5/17/2010

Question Number: 58

Regarding Specialized Multi Rotational Bearings (SMR). The Special Provision provided by addendum 3 requires compression testing of the pot bearing at 150% of its rated service load (based on AASHTO Division II, Section 18.7.2.5 and 6). Can the compression testing be done at 100% of its rated service load due to the size of the pot bearing? Or, provide testing certification of similar size bearings on other projects to satisfy the testing of this project?

**The compression testing needs to be done per the Special Provision. The Department will not accept testing certification of similar bearings used on other projects.**

Question Submitted: 5/17/2010

Question Number: 59

Sheet 461 includes a "typical clamp detail". Could you provide some info regarding clamp shown. I am having difficulty finding a clamp for 10" pipe which matches this configuration.

**The contractor should provide a clamp that meets the CMS 518 requirements and plan details. The typical clamp detail on sheet 461/470 should be used by the contractor to understand the typical size and material requirements.**

Question Submitted: 5/17/2010

Question Number: 60

1) The Special Provision for Post-Tensioning includes a time limitation of 20 days for completion of the grouting operation after the first installation of the unstressed prestressing steel in the duct. The Special Provision also prohibits the use of corrosion inhibitors. Due to the length of the tendons in the superstructure heating of the superstructure will not be practical and therefore grouting will not be able to be performed during some winter months. Has ODOT considered this impact in their overall schedule? 2) Why has ODOT prohibited the use of corrosion inhibitor?

**The project should be bid in accordance with the current Special Provision. Questions pertaining to specifications should be submitted to the appropriate ODOT Division of Construction Management Specification Committee.**

Question Submitted: 5/17/2010

Question Number: 61

Will the Department allow the use of 32" portable concrete barrier with 18" glare screen as a substitute for the 50" portable concrete barrier (Ref. No. 122)?

**No. The Department will require a 50" portable concrete barrier.**

Question Submitted: 5/17/2010

Question Number: 62

The answer to the Question submitted 5/12/2010 at 11:01:47 AM "The confinement reinforcing steel (182,800 lbs per bridge) is included in reference numbers 0166 and 0244." However, the quantity of duct confinement reinforcing steel appears to be included in the Reinforcing Steel Bid Items. Can the bid quantities of the reinforcing steel be revised prior to bid?

**See forthcoming Addendum.**

Question Submitted: 5/18/2010

Question Number: 63

Looking at the Prequalified Bidders it seems that WT-54 is only available to General Contractors. Do subs need to be prequalified for WT-54 or do they fall under the GC's prequalification?

**In general, the rule is any contractor performing work that is coded work type 54, either as a sub or prime, must be prequalified for work type 54.**

Question Submitted: 5/20/2010

Question Number: 64

Question is in reference to Addendum #7: What was the reason that reinforcing steel was placed back on the PN 525 steel products list for this project? The ODOT worksheet and formulas that are used for calculating the adjustment do not apply for this material.

**The Department determined that it is prudent to include reinforcing steel and post-tensioning strand as items subject to the Steel Price Adjustment due to the magnitude of the quantity of these materials and the extended duration of the project. An addendum will be processed to address the second part of this question.**

Question Submitted: 5/20/2010

Question Number: 65

Can the plans be made available for the repair project that was performed a few years ago?

**The files are online here: <ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/WAR-22950/08C2347/>**

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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: 5/24/2010

Question Number: 66

Per Addendum #6, Biditems were added for Barrier End Anchorages and End Sections. Please clarify if the concrete barrier will be paid through the end anchorages, as no quantity was deducted from the barrier items. If not please revise quantities.

**Yes, the concrete barrier will be paid through the end anchorages and end sections per CMS 622.08.**

Question Submitted: 5/3/2010

Question Number: 67

Will Maturity Monitoring technology be permitted in determining stripping strength on this project?

**The use of Maturity Monitoring Technology (maturity testing) allowed per SS 898 will be addressed in the second addendum being processed for this project.**

Question Submitted: 5/4/2010

Question Number: 68

Does the existing bridge structural Steel Have lead paint on it?

**Any lead paint has been removed. The structural steel on both existing bridges was painted with System OZEU under project 1014(92). This work included complete removal of the prior paint system.**

Question Submitted: 5/5/2010

Question Number: 69

It was mentioned at the bprebid meeting that the Post Tensioning Special provision is being rewritten for this project. When will it be distributed to the contractors by addendum?

**This question is being answered by an addendum submitted for processing on 5/7/10.**

Question Submitted: 5/5/2010

Question Number: 70

Drilled Shafts 16 and 24 of Pier 3 show a required rock socket depth of 30'. Based on the estimated top of rock elevation and estimated drilled shaft tip elevation, the shafts will only have a 20' socket. Is a 30' rock socket required? Also, the bid quantities for 156 & 234 Drilled Shafts, 96" into Bedrock are 12 feet and 6 feet understated respectfully. This is based on the elevations given in the tables on sheets 314 & 330.

**This question is being answered by an addendum submitted for processing on 5/7/10.**

Question Submitted: 5/6/2010

Question Number: 71

The PT Special Provision says an allowance of 182,800 pounds of duct confinement reinforcement has been included in the total quantity of reinforcing steel for this project. From a takeoff of the rebar, it appears 182,800 pounds was included in each bridge quantity. Is this what was intended? Also, sheet 361D/470 shows rebar for the tie-off beams and the number of bars only appears to include rebar for one tie-off beam per pier when there should be two. Please correct in an addendum.

**This question is being answered by an addendum submitted for processing on 5/7/10.**

Question Submitted: 5/6/2010

Question Number: 72

Are the form travelers for this project required to be new and designed specifically for this bridge?

**The supplying of the form travelers falls under the Contractor's means and methods. The Contractor is required to provide means and methods to complete the bridge construction in accordance with the contract documents.**

Question Submitted: 5/7/2010

Question Number: 73

Please advise if air-pressure testing (Post-tensioning Specification Section 7.6 and 10.9) is intended for the post-tensioning bars located in the abutment diaphragms in addition to the 0.6" multi-strand tendons.

**All post tensioning systems, both strand and bars, need to be pressure tested in accordance with the Post Tensioning Special Provision.**

Question Submitted: 5/7/2010

Question Number: 74

Bid Items 194 and 268 QC/QA Concrete QSC2 Superstructure (Parapet) are understated by approximately 31 cy each. The 1.5" raised base due to the overlay does not seem to be taken into consideration. Please revise the quantities in an addendum.

**Addendum will increase the bid quantities in reference numbers 194 and 268, QC/QA Concrete QSC3 Superstructure (Parapet), by 32 CY each.**

Question Submitted: 5/8/2010

Question Number: 75

Addendum # 1 deleted PN 525 dated 7/17/09 and replaced it with PN 525 dated 4/16/10. This project is a 5 year project with substantial quantities of reinforcing steel and Post tensioning strand. Is it ODOT's intent to have the contractors build in possible unnecessary cost into the bid to make sure that reinforcing steel and post tensioning strand costs are covered in the bids?

**The bids should be based on the inclusion of PN 525 dated 4/16/10.**

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