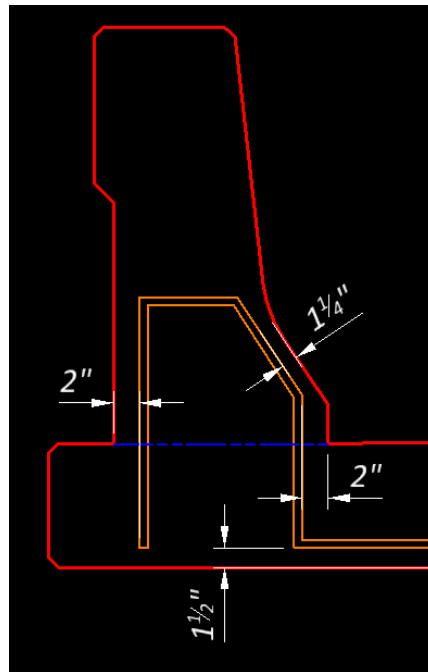


ODOT POSITION:

Since the previous submittal on the 0029L parapet clearance issue, a plan error in the S5149 vertical dimension was discovered. The plans call out a vertical dimension of 19.25". ODOT verified with the project designer that the vertical dimension should have been 18". The result of this plan error reduces the cover at the sloped front face of the wall to 1.25". The as bid plans show a clearance of 2". This is displayed below:



While the department acknowledges the plan error, we still believe that Kokosing shares some responsibility in the issue. A dry run per Item 511.08 was performed. However, neither the plan clearances nor the tolerances specified in Table 511.08-1 were verified. Below is an excerpt from Item 511.08.

511.08 Slipform Construction of Bridge Railing. If slipforming, provide finished concrete conforming to the following tolerances from plan dimensions: Tie all joints and splices in bridge railing reinforcing steel. Before placing concrete, perform a slipforming dry run to verify reinforcing clearance and rigidity of the reinforcing cages. Adjust and stabilize the cage as necessary to establish the required clearances...

As mentioned in the last submittal, the parapet was scanned, and clearances were found to be on average 1" or less. There were 5 or 6 locations where reinforcing steel was exposed. Since the contractor was unaware of the plan error during the dry run clearances of less than 1.5" (see Table 511.08-1) should have been identified as an issue and brought to ODOT's attention. This would have afforded the department the opportunity to correct the error and reduce the cost and impact of a repair after the fact.