

Ohio Department of Transportation

Prebid Questions

Project No. 040294

Sale Date - 6/4/2004

Question Submitted: 5/14/2004

Question Number: 1

part 1, drawing no. 187/230, a 10x8 box replaces an existing 11' culvert. the new structure is 4' lower in elevation than the existing. during phase 2 and part of phase 3 the flow capacity of this structure will be greatly reduced with potential of upstream flooding. also, soil saturation and erosion could occur under both east and westbound traveled lanes. is there some compelling reason to lower the new structure? could a wider, shallower box be used instead of the 10x8 now required?

Question Submitted: 5/14/2004

Question Number: 2

We are submitting this question at the suggestion of Dave Miller w/ODOT. The latest revision to the specification for Item 320, Rubblize and Roll, includes the statement that the breaking hammers must be "...mounted laterally in pairs with half the hammers in a forward row and the remainder diagonally offset in a rear row." This statement excludes the design of multi head breaker units of all but one company offering these services. The design of Specialties Company's rubblizing units meets all of the specification except for the above mentioned statement. Specialties Company has performed rubblization work on ODOT Project #023008, IR 77, previously under the older specification which did not include this provision. Randy Morris and Dan Groh from the ODOT Central Office observed the rubblization on this project and per the inspector's daily report: "They were pleased with the way existing concrete was being rubblized." Specialties Company requests authorization to submit bids as a rubblization subcontractor for project #040294 utilizing the current design of our equipment. Thank You,

Question Submitted: 5/17/2004

Question Number: 3

1. Part 1 of this project has a pay item for 563 FT of Fence, Type 47 APP, which includes removal of existing fence, cutting of trees and brush, and treatment of the stumps. Part 2 has an item for 88,436 FT of fence removed, and 86,194 FT of Fence, Type 47. However, there are several locations where the fence in Part 2 goes through some wooded areas. Should Part 2 also be As Per Plan with notes indicating what is to be done with the trees and brush as in Part 1?
2. Part 3 has a quantity for 3533 FT of Fence, Type 47, which goes behind the rest areas. The plan and profile sheets and the fencing plans do not show the limits of the woods behind the rest areas, but question whether the same condition as in question #1 exists where trees will have to be removed for the fence.
3. There are no construction limits shown on the plan and profile sheets for mainline I-70 in Part 2.

Question Submitted: 5/17/2004

Question Number: 4

For Part 1, work required for Ref 138, 141, 148 is described on Plan Sheet 198. The amount of work that is required for these items is basically the same regardless of how much stone is salvaged. Will the pay quantity be the total quantity of stone placed (salvaged + purchased) or the quantity of stone purchased? If pay quantity is the amount purchased, there is no incentive to salvage stone since pay quantity will decrease.

Question Submitted: 5/17/2004

Question Number: 5

Do the excavation quantities calculated from the cross-sections exclude the volume of existing pavement to be removed under separate pay items ("Pavement Removal" and "Pavement Removal, Asphalt")?

If the excavation item has not been adjusted to reflect removal of existing pavement, will we be paid for both excavation and pavement removal, or should the excavation quantity be reduced by the volume of the existing pavement?

Question Submitted: 5/17/2004

Question Number: 6

most new storm drains are replacing existing pipe. this allows cb's and pipe installed in phase 2 to be connected to existing pipe so they are functional during phase 2. there are 5 or more locations (sta. 1387,1395+50,1417,240+74,337+50) that do not replace existing pipe and therefore will not be functional till sometime during phase 3. the best way to handle these situations would be to establish boring items to eliminate traffic problems. pleasw review and advise.

Question Submitted: 5/18/2004

Question Number: 7

Addendum # 2 has just become available for review. We are now 7 Business days away from the bid date. There is not sufficient time to review the addendum information and ask any questions pertaining to the addendum. Please consider the delay of the sale date to allow for a period of review for this new information and ability to ask questions on this newly given information.

Question Submitted: 5/19/2004

Question Number: 8

In Addendum #2, the portion pertaining to "Pavement Repairs for Maintenance of Traffic", it is our understanding that these additional quantities for pavement repair also pertain to Part 1.

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Question Submitted: 5/19/2004

Question Number: 9

On Addendum #2 Contingent Quantities for Excavation and Excavation of Subgrade were added and/or adjusted. For clarification purposes, what are the differences in the two? When is excavation applied to undercuts and when is excavation of subgrade applied to undercuts? The quantities in Sheet 13 of Part 1 and Sheet 27 of Part 2 do not coincide with the changes in the addendum. Please quantify the changes in the addendum to reflect the plan sheets.

Question Submitted: 5/19/2004

Question Number: 10

Part 3 Rest Area Reconstruction
Ref 589 Pavement Removal - What is the type and thickness of the pavement to be removed?

Question Submitted: 5/19/2004

Question Number: 11

Plan Sheet 15 for Part 1 and Plan Sheet 28 for Part 2 requires the Traffic Maintenance Scheme be approved before beginning any work requiring traffic control. Will the 335 Working Days established in Addendum #2 start when the Traffic Maintenance Scheme has been approved?

Question Submitted: 5/20/2004

Question Number: 12

There are noise walls on this project but I can't seem to find where they are paid. Please give reference number for the noise walls.

Question Submitted: 5/20/2004

Question Number: 13

There are noise walls on this project but I can't seem to find where they are paid. Please give reference number for the noise walls.

Question Submitted: 5/20/2004

Question Number: 14

The Noise Barrier Items referenced on Sheet 379 of 519 appear to be omitted from the proposal. Please reference and/or add pay items to the proposal???

Question Submitted: 5/20/2004

Question Number: 15

The Noise Barrier Items referenced on Sheet 379 of 519 appear to be omitted from the proposal. Please reference and/or add pay items to the proposal???

Question Submitted: 5/21/2004

Question Number: 16

Bridge # MAD-70-0060 Potte Rd over I-70

There is a curtain wall that is to be built on the abutments of this bridge, but there is no substructure pay item.

There should be a Class C abutment item or a High Performance Substructure pay item.

Question Submitted: 5/21/2004

Question Number: 17

In addendum #3, the note concerning the addition of an H.A.R. on one of the PCMS was added. We believe that because ODOT will be receiving the unit at the end of the job, it should be paid separately by the unit, not incorporated into the total sign months.

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Prebid Questions

Question Submitted: 5/24/2004
ODOT Project 040294 CLA-MAD I-70

Question Number: 18

1. Addendum # 4 added bid items 1541 and 1542 for noise barrier on this project. We would like to point out that there is only one source for the fabricated brick panels that is listed on plan sheet 380/519. The other supplier listed is actually an organization that represents the local masonry workers and is not a supplier of any kind of materials. Since there is only a single source for the panels the cost of the Noisewall will be dramatically increased.

2. On plan sheet 387/519 "Noise Wall Details", Section A-A shows approximately 1100 lf of the length of the Noise Wall to be essentially on the L/A-R/W line. In order to build this wall temporary Right-Of-Way will be needed for equipment access and minor layback of the excavation trench for the porous backfill. There also does not appear to be an outlet for the water that will be trapped in the Porous Backfill trench.

Question Submitted: 5/25/2004
Is lane shift lighting required at each end of the project?

Question Number: 19

Question Submitted: 5/25/2004

Question Number: 20

1. In the prebid minutes, it was stated temporary pavement placed along the inside shoulders could remain in place at the completion of the project. Is it also permissible to leave in place temporary pavement used for tapers at (not cross-overs) at each end of the project?

2. Bridges MAD-70-0643, MAD-70-0715, MAD-70-0332 are to have the parapets refaced. Is temporary barrier required to perform this refacing work?

Question Submitted: 5/25/2004
Is lane shift lighting required at each end of the project?

Question Number: 21

Question Submitted: 5/25/2004

Question Number: 22

1. In the prebid minutes, it was stated temporary pavement placed along the inside shoulders could remain in place at the completion of the project. Is it also permissible to leave in place temporary pavement used for tapers at (not cross-overs) at each end of the project?

2. Bridges MAD-70-0643, MAD-70-0715, MAD-70-0332 are to have the parapets refaced. Is temporary barrier required to perform this refacing work?

Question Submitted: 5/26/2004

Question Number: 23

We are a pre-approved ODOT Noise Wall supplier. Are we eligible to bid as a precast alternative, assuming that all architectural finishes specified etc... are satisfied?

Question Submitted: 5/26/2004

Question Number: 24

THE PLANS FOR THE NOISE WALL SHOWS THAT THERE WERE BORINGS TAKEN IN THESE AREAS (N BORINGS), BUT I CAN'T LOCATE THEM IN THE DRAWINGS. CAN YOU ATTACH THEM TO AN ADDENDA?

Question Submitted: 5/26/2004

Question Number: 25

THE PLANS FOR THE NOISE WALL SHOWS THAT THERE WERE BORINGS TAKEN IN THESE AREAS (N BORINGS), BUT I CAN'T LOCATE THEM IN THE DRAWINGS. CAN YOU ATTACH THEM TO AN ADDENDA?

Question Submitted: 5/26/2004

Question Number: 26

We are a pre-approved ODOT Noise Wall supplier. Are we eligible to bid as a precast alternative, assuming that all architectural finishes specified etc... are satisfied?

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 5/26/2004

Question Number: 27

We are a pre-approved ODOT Noise Wall supplier. Are we eligible to bid as a precast alternative, assuming that all architectural finishes specified etc... are satisfied?

Question Submitted: 5/26/2004

Question Number: 28

We are a pre-approved ODOT Noise Wall supplier. Are we eligible to bid as a precast alternative, assuming that all architectural finishes specified etc... are satisfied?

Through the Public Involvement (Environmental) Process, the Dept has committed to community to construct a clay brick masonry barrier.

Question Submitted: 5/28/2004

Question Number: 29

Can you make the electronic file for the Earthwork/Highway Sections available on a FTP Site for our use?

The MicroStation files containing cross-sections (60 total) have been placed on the following FTP Site:<ftp://ftp.dot.state.oh.us/pub/Districts/D06/download/040294/add5/xs/> Also 1 Excel file containing a summary of the cross-section sheets is on the site.

Question Submitted: 5/28/2004

Question Number: 30

Is ODOT aware that, when the new high-speed lane and inside shoulder are constructed to a level of more than about an inch and a half above the existing edge of pavement grade, trapped surface water will be forced out onto the existing pavement - until it reaches a depth where it can spill over the existing crown line between lanes? This would cause hydroplaning in one wheel track of the proposed temporary relocation of the high-speed lane. This will be a problem no matter which Option is selected.

Question Submitted: 5/28/2004

Question Number: 31

Is ODOT aware that, when the new high-speed lane and inside shoulder are constructed to a level of more than about an inch and a half above the existing edge of pavement grade, trapped surface water will be forced out onto the existing pavement - until it reaches a depth where it can spill over the existing crown line between lanes? This would cause hydroplaning in one wheel track of the proposed temporary relocation of the high-speed lane. This will be a problem no matter which Option is selected.

Thank you for your question. The Department is aware of the possibility of the spread of water onto traveling lanes during extremely heavy rainfalls. We have had very similar conditions on recent projects in this district. Safe traveling conditions were maintained on these projects with minimal effort on the part of the Department and the contractor during the construction. We are confident that safe traveling conditions will be maintained on this project. Please prepare your bid based upon what is shown in the bidding documents.

Question Submitted: 5/3/2004

Question Number: 32

The following items appear in the proposal:

| Ref | Description | Quantity |
|-----|-------------|-----------|
| 34 | Topsoil | 25,217 cy |
| 254 | Topsoil | 59,790 cy |

Since it appears that the topsoil item on the current IR71 widening project in Fayette Coun is being non-performed, we request that these items be substantially reduced or deleted so that ODOT may realize the maximum savings.

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Ohio Department of Transportation Prebid Questions

Question Submitted: 5/6/2004

Question Number: 33

Problems with EBS program

The total for the project is \$60,000 higher due to the mandated/fixed prices for erosion control items.

A review of the bid file:

when OP1 is used

ERRORS: OP2 not fully bid

section 0053 only partially bid

section 0067 only partially bid

section 0095 only partially bid

when OP2 is used

ERRORS: OP1 not fully bid

section 0002 only partially bid

section 0016 only partially bid

section 0044 only partially bid

When a bid is submitted, should the erroneous \$60,000 error be included in the Total Amount bid or should the correct value be used?

It appears that either option results in the contractor submitting more than one bid for the same work, which will result in the rejection of the bid.

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