

# Ohio Department of Transportation

## Prebid Questions

Project No. 050012

Sale Date - 1/12/2005

Question Submitted: 1/5/2005

Question Number: 1

Add. No 1 states that the casing pipe is required by Clermont Co standards for creek crossings. I could not find where casing pipes are required. I found where pipe encasement w/ concrete is required. Please review.

**Contractor has added words to the answer in addendum 1. "i.e. ...for creek crossings". and assumed the previous answer from addendum number 1 to refer to the Clermont County Water Standard Drawings..... The answer in addendum one states " YES... Casing the pipes is required by Clermont County Water Standards"... ie ... Clermont County Water Standards refers to Clermont County's required/standard design. Clermont County provided/required this design to be incorporated into this plan set.**

Question Submitted: 1/7/2005

Question Number: 2

1)The answer to the 5th question in Addendum #1 states the waterline connection can be made during the road closure period. The road closure period occurs after the the 1st portion of the box culvert is installed. Therefore, ODOT has clarified that the new box culvert to be installed will not conflict (contrary to sheet 17 Profile) with the location of the existing waterlines and encasement. The existing waterlines under the new culvert will not be able to be removed since they will be under the new box culvert. What will be required to abandon these pipes in place? Is ODOT certain the connections to the waterline can wait until the "road closure period" as stated in the addendum? If the new waterlines on the north end of the project must be installed adjacent to maintained traffic, what provisions should be made to protect traffic and how are these items to be paid?

2)The answer to the 4th question in Addendum #1 states the contractor is responsible "to determine if access is to be provided from one end or both ends". We have determined access can be maintained to local residents solely from the south end of the project. This eliminates the expense and complications caused by the need for a part width fill crossing the first phase of the box culvert installation (work zone conduit, temporary headwall, shoring at stage line, etc). HAS ODOT MADE A COMMITMENT TO MAINTAIN ACCESS THROUGH THE NORTH END OF THE WORK AREA THAT MAKES OUR DETERMINATION INVALID? ODOT will realize a substantial savings if the part width fill is not required from station 14+77 to 14+78.

**Answer 1: In response to the question.... The original answer in Addendum #1 gives the contractor the option to perform the water line connection while maintaining traffic or during the road closure.... or a combination of both.... It is not the intent of this project to restrict or predict the contractor scheduling. Obviously the contractor feels the water line must be installed and connected while maintaining traffic.. based on the comments and questions given.... Original answer added the standard sheet for "Dropoffs in Workzones" and stated payment for any items work required by the standard sheet should be included in Item 614 Maintaining Traffic Lump Sum.... The contractor should add any items as required by the Drop-offs in standards in Item 614 Lump Sum that he feels are necessary. This was stated in the addendum # 1 answer. What will be required for the abandonment of pipes in place... answer.. The plan does not have a pay item for removal of pipes, therefore pipes are to be abandon in place. No pay item required. Answer 2: The original answer to the 4th question gave the contractor the option to provide access from one end or both ends as per Item 614.02. The original answer gave the contractor the option to close either end...but not both ends at the same time.... From the original answer by giving the contractor the option of which end to close ... there is no commitment to maintain access through the north end of the work area. Just that access is to be maintained at all times... Previously...There has been a contractor that feels the 30 day closure period is not enough to get the required work complete in the current plan set in the 30 day closure. This contractor feels that all the culvert work can be completed during the 30 day road closure and eliminate the need for a work zone conduit, shoring and headwall etc for a substantial savings.... Therefore.. one contractor feels the contract time is too short with the work zone conduit and another feels the 30 days is adequate to complete more work during the 30 day closure than required by this plan set. Therefore in conclusion: This contractor should bid the plan as accordingly as is and then after award of the project submit a value engineering proposal for construction cost savings.**

Question Submitted: 12/15/2004

Question Number: 3

Plans note work cannot start until July 1, 2005. Completion is 10/1/2005 if you take the interim completion note into account. This allows 3 months to do the work. This time is too tight. We suggest removing the interim completion note and still use 10/31/2005 as the final completion date. Please review.

**The District Construction & Production Departments have reviewed the request and have concluded that 3 months is ample time to complete the project. The structure is a 10' X 6' box with a little over 4 ft of fill... The terrain of the project is flat. The embankment quantity is 5654 cy. The district let a similar project with a 12' X 6' box with almost 20,000 cu yd of embankment and the contractor completed the project in under 2 months. This project does not have major cut or fill. Therefore the District has concluded that 3 months is ample time to complete this 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.

## Ohio Department of Transportation Prebid Questions

Question Submitted: 12/16/2004

Question Number: 4

- 1) The existing pole at station 1476+30 55' rt is listed in the proposal as "to remain". Can the utility move this pole to another location when performing their work as it falls very near the 12" waterline? If not, how close to the waterline alignment is the existing pole?
- 2) The majority of the new utility poles are to be located near or in the bottom of the new ditch line. Will the new lines be placed at a high enough elevation to allow for excavation equipment to work below these lines with legal clearance? How high above existing ground are the lines to be placed?

Question Submitted: 12/16/2004

Question Number: 5

- 1) Is it acceptable to place aggregate drains prior to paving operations (contrary to 605.07) being that they fall under asphalt surface and asphalt base on the shoulders?
- 2) Sheets 8 and 34 show a work zone conduit. Where does this item pay? What will be required to abandon the pipe after the new culvert is operational? Is the pipe to be removed? If so, what is required for the trench backfill? How does this pay?
- 3) Note 3 on sheet 34 calls for portable barrier. Where is this barrier to be located? What end treatment is required? How are these items paid?
- 4) The MOT note on sheet 6 states that local property owner access is to be maintained at all times. Is this access to be maintained from both ends of the project or just one?
- 5) The waterline tie in at the north end will be made adjacent to live traffic at both tie in locations. What provisions should be made to protect traffic from the excavations and shoring required for this work? i.e. barrier, end treatments, payment.
- 6) The MOT note on sheet 6 requires us to close the road using MOT 101.60. How can access be maintained to the local residents with a chained gate? Please provide clarification to maintain traffic for local residents.
- 7) Sheet 6B makes it undeniably clear that no contract work is to be performed prior to July 1st. The Indiana Bat note on Sheet 6A states clearing of bat habitat trees is to be performed prior to April 15th. Please clarify.
- 8) Is the contractor responsible for the detour? If so, we need a plan sheet. Can we also get a map showing the location of the unsigned detour to help us bid the restoration items?
- 9) Are casing pipes under 36" of grouted rip rap needed under the creek? The pipes have at least 2 – 45 degree bends which will make it impossible to ever remove the interior pipe.

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