

# Ohio Department of Transportation

## Prebid Questions

Project No. 098017

Sale Date - 4/29/2009

Question Submitted: 4/22/2009

Question Number: 1

1)Page 29 – Maintenance of Traffic sub-summary has item 622- portable concrete barrier, 32", Bridge mounted that was omitted from the general summary. Please add a bid item for 1,480 LF of bridge mounted 32" P.C.B.2)Page 17 – on bridge CUY-77-1518 (railing faced, per plan) there is no detail showing anchoring of 32" bridge mounted portable concrete barrier. Please answer if anchors are required and if so, how many.3)Page 14 – there is a section describing the requirements for freeway closures that specify two law enforcement officers with patrol cars and one portable changeable message sign. If the contractor uses the freeway closure, will ODOT pay for the LEO and PCMS under their respective bid item or are they incidental to maintaining traffic?4)Page 7 – There is a section describing restoration and clean-up, requiring the contractor to remove any broken glassware found in the work area. Is this at I-490 and I-77 and various shoulder replacement work areas? Is this at the beginning of the job, the end of the job, or throughout the duration? This is beyond the contractors control and we have no way to estimate the quantity/price/occurrence. Please remove this note.5)Page 8A – Item special asbestos abatement identifies 6,146 LF of asbestos material conduits and 89 SF of expansion material (no problem). Then, the statement "any additional non-visible asbestos encountered within the project work limits (I-490, I-77, I-90?) shall be monitored by this individual...payment shall be included in lump sum." The contractor has no way to identify and quantify/price unknown/non-visible asbestos. Please remove the statement regarding "...additional non-visible asbestos..."6)Page 50 – There is a plan not on bridge CUY-490-0187 WN titled prebored holes, per plan describing preboring two piles with two holes/pile at piers 1 and 2 (the detail is on page 81). That's a total of eight prebored holes @ 20LF/each = 160 LF. Why is plan quantity 480 LF (300% of footage required)? Please review and revise plan quantity.7)Page 53 – Bridge CUY-490-0187 WN has an item 507 piling misc: steel pile splices (132 ea). There are only 66 piles on the project, plan quantity covers two splices on every pile! No splices are required for the retaining wall, both abutments, or pier 1. Only piers 2 and 3 need splicing due to overhead bridge clearances (that's only 12 piles). Page 50 gives plan order lengths and the 507 spec does not pay for splices within plan lengths. What is ODOT's intention? Are you paying splices within plan length? Is this just a contingency if they overdrive? In either case, plan quantity is significantly overstated and bid prices won't reflect actual cost of work. Please review and adjust plan quantity to a realistic amount.8)Pages 63-64 – The retaining walls shown do not specify what the backfill consists of other than porous backfill drainage section. What are backfill requirements outside of the porous section?9)Pages 58 & 94 – We don't think ODOT will get the results they are looking for with the 12 each prebored grouted anchor rod assemblies. Would ODOT consider deleting that bid item?

**A1: The 1,480 feet of bridge mounted barrier should have been carried forward to the General Summary. An addendum will be issued.A2:The PCB offset to the edge of deck is greater than 4 feet, which means the barrier does not need to be anchored.A3:The LEO and PCMS are paid for under their respective bid item.A4:This note will be removed by addendum.A5: Bid according to the known quantity and monitoring requirements.A6:The bid quantity is correct. Refer to the " \* " on plan sheet 53/94 identifying the inclusion of a contingency.A similar question about the quantity was previously answered; however here is an explanation to be sure this is being calculated properly.The quantity is calculated based on 7 total piles for the piers needing the pre-bored holes, 2 holes per pile and each hole being 20 feet long. That is  $7 \times 2 \times 20 = 280$  feet. Included is 200 feet for contingency if the contractor hits an obstruction while drilling the hole he will need to alter the location or angle of the hole and try again. This brings the total to  $280 + 200 = 480$  feet. The item is marked in the general summary sheet as including a contingency quantity to be used as directed by the engineer.A7:The plan quantity provides 2 splices per pile. In addition to the clearance issues under the overhead bridges, there may be issues with driving longer lengths of battered piles close to traffic. The splices may be required given the estimated length of piles. It is the contractor's decision if he can drive the piles with fewer splices.A8:The excavation and backfill for the retaining wall is covered under item 503 – unclassified excavation, as per plan 1.A9: The prebored grouted anchor rod assemblies will restrain the pier footing piles from experiencing uplift in the revised structure configuration. This item will remain in the plans.**

Question Submitted: 4/23/2009

Question Number: 2

Maintenance of traffic, in general:There are six locations where shoulders are to be rebuilt full-depth with 304 stone base, 305 concrete base and asphalt pavement. Typical sections for lane and/or shoulder closures are shown on sheets 16 and 17 for "non-rush hour" permitted times.Plan sheet 11 under the "Trench for Pavement Construction" note calls for placement of proposed base material following as closely as possible behind excavation operations with a depth of no more than 1.5" allowed.The following paragraph allows a maximum drop off equivalent to the proposed asphalt thicknesses (which in this case vary from 3.0" to 4.25"). This appears to contradict the 1.5" dropoff requirement.Please verify the permitted dropoff depths.

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: 4/23/2009

Question Number: 3

1)Page 51 – Bridge CUY-490-0187 WN structure note: Structural steel misc: storage and erection of steel members does not mention the 8 ea new rockers and 2 ea new bolsters that are needed. We find no bid item for these bearings. Please confirm if the supply of rockers and bolsters was included with ODOT's purchase order to the fabricator. Also, please confirm that the installation of these bearings is included in the storage and erection of steel members (lump sum).2)Page 72 – Bridge CUY-490-0187 WN erection sequence note 1 states "erect the girders in pairs..." and note 2 indicates that crossframes between GA & GB are installed with erection bolts fully tightened. Does ODOT's purchase order with the fabricator include shop assembly of the girder pairs with the crossframes installed?

**A: Yes, the bearings were included in the purchase order. Yes, the installation of the bearings is to be included in the storage and erection item.A: The girders will be shop assembled per CMS 513, however they will be disassembled prior to shipping.**

Question Submitted: 4/27/2009

Question Number: 4

Plan sheets 40 and 41 show a cross-hatched section behind the barrier wall denoted with "provide granular backfill within 6" of top (typ.)". There is no pay item for this granular material.

**This is covered in the bid item for Embankment.**

Question Submitted: 9/25/2008

Question Number: 5

Can the existing structure plans be put on an ftp site?

**<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/CUY-85049/>**

Question Submitted: 9/25/2008

Question Number: 6

The girders, crossframes between the girders, splice plates, bolts and nuts, and washers will be provided by ODOT's fabricator pursuant to an earlier purchase order per the Structure General Notes. Could ODOT please provide the contact information for the fabricator?

**The fabricator is:Wabash Steel LLC2007 Oliphant DriveVincennes, IN 47591Phone: 812-882-4550; Fax: 812-882-4525Contacts: Cleve Bennet and Morgan Gillette**

Question Submitted: 9/25/2008

Question Number: 7

The quantity for Bid Item 89 Prebored Holes, APP seems overstated. Please verify the bid quantity is correct or revise in an addendum.

**The bid quantity is correct. Refer to the " \* "on plan sheet 53/94 identifying the inclusion of a contingency.**

Question Submitted: 9/26/2008

Question Number: 8

On sheet 29, there is a quantity of 2250 feet of 32" portable concrete barrier that is carried to the General Summary on sheet 31. On sheet 29, there is also a quantity of 1480 feet of 32" portable concrete barrier, bridge mounted that is not included in the General Summary. How is this quantity to be paid?

Question Submitted: 9/26/2008

Question Number: 9

Ref. 9- Subgrade CompactionPlan quantity of 887 s.y. applies to ramp WN widening. No subgrade compaction has been set up for work on IR 90, Ramp E-9, Ramp E-15, Ramp E-17, IR 490, and for approach slabs for WN bridge.Please review the quantity and revise in an addendum.

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