

Ohio Department of Transportation

Prebid Questions

Project No. 103010

Sale Date - 6/3/2010

Question Submitted: 5/11/2010

Question Number: 1

The bid item description for the 519 patching item- reference numbers 11,17,23 and 29, refer to conceptual drawings. Where can these be found? Also, past design build projects have given quantities for sealing and 519 patching items. Will these items on this project, along with project 103012 be changed from lump sum bid items to unit priced items?

The conceptual document is the scope of services. Pay items shall not be changed from lump sum to unit priced please bid as is.

Question Submitted: 5/11/2010

Question Number: 2

Under Section 14.5 "Drainage", the Scope mentions that the DBT shall investigate the use of "over the end drainage" for all the new bridge decks. We are confused with what you are looking for on this item, please clarify.

Please follow BDM section 209.3 regarding deck drainage off the ends of the bridge.

Question Submitted: 5/13/2010

Question Number: 3

1.What loading are we supposed to use? HS20 or HS25? 2.Are moment plate retrofits required? 3.In the scope on page 6/35 – Valley Parkway, it says the toe-to-toe width = 29'-6", which results in an overall out-to-out width = 44'-0" (1.5' barrier + 29.5' + 1.5' barrier + 10.5' bridle path + 1.0' barrier = 44.0'). That is 1'-6" wider than the existing structure. Is it your intent to widen this structure? 4.It seems that the wing walls should be replaced above the seat elevation along with the back wall. What is your intent for this work? 5.What detail should be used for the sliding plate over the top of the strip seal exp joint within the bridle path area at Valley Parkway? 6.What aesthetic treatments are required for this project, color of sealers, form liners, etc.? 7.Is there noise barrier on this job? If so, where does it go?? SOS 15.4..... 8.Scope section 13.2 – MOT Restrictions – it says a minimum of one 11.0' lane shall be maintained on all of the bridges. What is the minimum barrier offset, 1.0' or 2.0'?

addressed in addendum 3.

Question Submitted: 5/14/2010

Question Number: 4

1) What design method is to be used for this project? LFD or LRFD? 2) What design loading should be used for this project, HS-20, HS-25, HL-93? If the structure will not meet the required design load what should be done? 3) Will moment/cover plate retrofits be required? 4) Can the DBT be furnished the past ratings on these structures? 5) The scope on sheet 14/35 requires the DBT to conduct an asbestos inspection and to submit OEPA Notification form and to remove, transport and dispose of the materials containing asbestos from within the project limits? It will be impossible to identify all the asbestos prior to the survey being complete, can removal and payment for removal be handled in another manner? 6) Patching of the existing structures is currently a lump sum bid item on each bridge. Due to the age and condition of the substructure units 7 and to be fair to ODOT and the contractors, can the pay item be changed to payment by the square foot of patching completed? 7) The current scope only covers removal of the bridge deck. After visiting the bridge sites it is apparent the abutment wingwall parapet above the sidewalk level is in very bad condition. Is it the intent of the scope to patch this parapet? 8) The scope for the project lists Noise Wall on note 15.4 sheet 24 of 35. Please furnish the location of any noise wall to be constructed by this project? 9) The scope calls for both epoxy-urethane and non epoxy sealer to be applied to the bridge. The bridges currently have sealer applied to the structure, some bridges are in better condition than the others. Please identify locations on each structure where the sealer is to be applied. 10) The bid form calls for the approach slabs to be constructed per conceptual drawings, please furnish these drawings. 11) The new deck sidewalk is 1.0' wider (5.0' vs 4.0') on each side than the existing sidewalk on the abutment wingwalls, where is the transition from 4.0' to 5.0' in width to be accomplished? 12) Specification requires the concrete to cure a minimum of 30 days prior to the application of sealers. The scope requires the DBT to have a maximum of 75 day signalized closure per bridge. Will the DBT be allowed to have additional day time lane closures after the bridge has been opened to traffic to meet the MOT notes?

addressed in addendum 3.

Question Submitted: 5/18/2010

Question Number: 5

Does the 36" parapet for the bridle trail on the Valley Parkway also get sealed with epoxy urethane?

Yes the 36" parapet for the bridle trail on the Valley Parkway will also get sealed with epoxy urethane and 9" on the roadway surface.

Question Submitted: 5/20/2010

Question Number: 6

Please post the transcript for the pre bid meeting.

Prebid meeting transcript has been posted.

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.

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Prebid Questions

Question Submitted: 5/21/2010

Question Number: 7

Q 1: How soon until the addenda will be available? Q 2: Can offsets be waived on temporary lane widths to maintain actual 11'-0" lane? Without this change, sidewalk demolition and construction will add additional phases to the project making the 75 day construction period even harder?

addressed in addendum 3.

Question Submitted: 5/22/2010

Question Number: 8

Line items of the Proposal include lump sums for patching concrete structure. To reasonably ascertain the extent of patching prior to the submission of a bid would require expensive and unreasonable field study. A reasonable study of the extent of patching would require traffic control in the pre-bid stage. Cannot the lump sum be changed to a square foot unit of measure and a quantity assigned to each reference number involved?

addressed in addendum 3.

Question Submitted: 5/24/2010

Question Number: 9

Addendum #2 states "The approach slabs shall be full width (extending to the back of the new parapet) and sidewalks shall be integral with the approach slab." Is this changing the scope of services to now require removal of the existing wingwall parapet and wingwall sidewalk to below the bottom of new approach slabs full width with new sidewalk and new parapet? We have recently received addendum #2. There are many references to addendum 2 shown on the prebid question responses that do not seem to be answered by the addendum. Please answer the following. Questions submitted 5/22/2010 @ 7:33:08 AM concerning patching. Answer was no patching/sealing See addendum #2. There is no response in addendum #2. Questions submitted 5/21/2010 @ 10:33:35 AM, 2 questions with an answer will be addressed in addendum #2. There is no response in addendum #2. Questions submitted 5/14/2010 @ 3:37:27 PM, 12 questions submitted. Questions 1, 2, 6, 7, 8, 9, 10, and 11 were answered with See addendum #2. There is no response in addendum #2. Questions submitted 5/13/2010 @ 1:43:37 PM; one question was answered with see addendum #2. There is no response in addendum #2. Question 3 deals with the width of the Valley Parkway new bridge deck. A response was issued changing the bridge deck width, this is a scope of services change, and shouldn't this be addressed by an addendum? Will the prebid meeting minutes be published prior to the bid date?

The proposed approach slab length shall match the existing approach slab length. The proposed approach slabs shall be full width (extending to the back of the new parapet) and sidewalks shall be integral with the approach slab. Two inch thick polystyrene shall be installed between the bottom of the approach slab and the top of the existing wingwall. The polystyrene shall extend the full width of the wingwall. The portion of the existing wingwalls and parapets above the bottom of the polystyrene shall be removed (see addendum 3).

Question Submitted: 5/24/2010

Question Number: 10

Most of the bridges being repaired on this project restrict truck traffic. How will ODOT pay for haul road repairs at the completion of the project?

Any repairs to the haul roads due to work on said contract are the responsibility of the Contractor (DBT to bid accordingly)

Question Submitted: 5/24/2010

Question Number: 11

Section 12 of the Scope states that "it will be the responsibility of the DBT to identify, locate, and coordinate with all of the utilities on the bridge and under the approach slabs." Who is responsible for the cost to temporarily (or permanently) relocate conflicting utilities? If it is determined that utilities must be reinstalled through new sidewalk or new backwalls, who will be responsible for this work?

The individual utility is responsible for the cost for relocating (permanently or temporarily) their facilities. The DBT is responsible for identifying and coordinating this work

Question Submitted: 5/24/2010

Question Number: 12

What work is item 0002 "permanent erosion control" intended to require?

If post construction Best Management Practices are required per the OEPA NPDES General Construction Permit as outlined in ODOT's L&D Volume 2 Manual Section 1112, then this item will apply. DBT to review and decide.

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Question Submitted: 5/24/2010

Question Number: 13

Question 7 of 12 posted on 5/14/10 asks "The current scope only covers removal of the bridge deck. After visiting the bridge sites it is apparent the abutment wingwall parapet above the sidewalk level is in very bad condition. Is it the intent of the scope to patch this parapet?" This question was answered with "see addendum 2". Addendum 2 has been issued and does not address the existing wingwalls. Are these walls and attached fence to be removed and replaced or left in place? What are the removal limits of the existing wingwalls? Prebid answers later state to "seal all parapets on the approach slabs." If these wingwall parapets are to be reconstructed, will they extend the length of the new approach slab or only be as long as currently constructed?

The portion of the existing wingwalls and parapets above the bottom of the polystyrene shall be removed (see addendum 3). Fence is to be removed and replaced with VPF. Wingwall parapet length to be same as existing at all locations except for the median barrier (between bridle path and roadway) on Valleyview which is to extend full length of the new approach slab.

Question Submitted: 5/24/2010

Question Number: 14

Prebid answers state that "...patching and sealing of substructure is not to be performed on this job." Will patching structure items 0011, 0017, 0023, and 0029 be non-performed by addendum?

Patching items are removed by addendum 3.

Question Submitted: 5/24/2010

Question Number: 15

When will pre-bid meeting minutes be posted? How/when will all pre-bid meeting questions be answered?

Pre-bid meeting minutes are posted. Prebid meeting questions are being addressed and an addendum prepared. All addendums have to be posted 72 hours before the sale.

Question Submitted: 5/24/2010

Question Number: 16

There were several prebid questions answered with see addendum 2. These were not addressed in addendum 2. For example, the 519 patching item was to be removed from the project, it was not. Will this be address in another addendum to update the EBS file deleting these items?

Item 519 has been removed in addendum 3 which supersedes addendum 2.

Question Submitted: 5/24/2010

Question Number: 17

Sorry for the late question but the addenda we were waiting for did not come out until Friday afternoon.Q1: Where should we put costs for roadway, guardrail and pavement itmes? Roadway section only has item for clearing and grubbing.Q2: Can you add an item for construction staking?

Please bid this work under the appropriate lump sum bid item for each structure

Question Submitted: 5/24/2010

Question Number: 18

What does the DOT expect the DBT to do about the existing guardrails? Are we to replace existing bridge terminals? Do we need to upgrade the existing guardrail or will it remain?

Question Submitted: 5/25/2010

Question Number: 19

How far should the new bridle trail parapet wall extend off of the new bridge deck?

Extend barrier to the end of approach slab with end terminal assembly as per L&D Vol I sec 603.5

Question Submitted: 5/25/2010

Question Number: 20

The scope mentions rocker bearings are to be refurbished and reset on each structure. Is it the intent to refurbish only the abutment bearing or all the rockers? Do these bearings need to be painted?

The intent is to refurbish and paint all the rockers. Follow Spec 516.

Question Submitted: 5/26/2010

Question Number: 21

The scope of work requires pressure relief joints under the ends of the approach slabs. Bridge movement will be handled by expansion joints at the backwalls. Are pressure relief joints necessary?

Pressure relief joints will be required as per the scope.

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Ohio Department of Transportation Prebid Questions

Question Submitted: 5/26/2010

Question Number: 22

Addendum #1 calls for a decorative inserts in the vandal protection fence. What are the materials to be used and how are they constructed?

DBT to determine how they want them fabricated. They could use standard fence hardware to create the pattern, or they can fabricate something new.

Question Submitted: 5/29/2010

Question Number: 23

Should the VPF on the bridle trail wall extend onto the portions of bridle trail wall on the approach slabs?

The VPF on the bridle trail wall should extend to the same limits as the VPF on the outside parapet.

Question Submitted: 5/4/2010

Question Number: 24

Page 2 of 35 of the scope of services states that a sampling of existing drawings are located at the ftp site. We have been unable to find the drawings.

Existing plans are posted to ftp site: <ftp://ftp.dot.state.oh.us/pub/Districts/D12/Production/PID87632/>

Question Submitted: 5/5/2010

Question Number: 25

1.Where is porous backfill to be included for payment?2.The scope requires removing backwalls, however, does not require removing wingwalls. If wingwalls are to be removed, what are the limits?3.If wingwalls are removed, it will require a portion of guardrail to be removed. What type of bridge terminal assemblies will be required for replacement guardrail?4.Has the asbestos inspection been completed for all/any of the structures? If so, where can this survey be obtained?5.Is any waterproofing or drainage necessary for the new bridle trail on the Valley Parkway Bridge?

A1. Please bid this work under the appropriate lump sum bid item for each structure.A2. This work is part of the design phase of the project and is to be addressed by the design build team concerning any height adjustment of the backwall and the subsequent changes to the wingwalls.A3.Please refer to ODOT Location and Design Manual and the Bridge Design Manual.A4.The Asbestos Inspection Report is going to be completed prior to the Stage 2 review.A5.No waterproofing is not necessary but drainage is. Bridal path must either drain off the end of the structure or some type of drainage system must be put in place to avoid runoff over the shoulder or the roadway. Also, the outlet must be lower than the bottom flange so water does not spray onto the beams.

Question Submitted: 5/7/2010

Question Number: 26

In the scope under 9.1, if the survey identifies asbestos containing materials how will the DBT get compensated and under what item number?

If the survey identifies asbestos, abatement shall be paid for through a force account change order.

Question Submitted: 6/1/2010

Question Number: 27

On bridge structure CUY-77-0162 there are conduits shown in the sidewalk section of the bridge and the utilities have markings on the sidewalk indicating utilities are present. We realize the coordination of the utilities is with the contractor but with the limited time frame for the structure to be completed the relocation of these utilities after they have been exposed will not allow for the completion within the allotted time frame. Are these utilities going to be relocated by ODOT before the project begins?

The individual utility is responsible for the cost for relocating (permanently or temporarily) their facilities. The DBT is responsible for identifying and coordinating this work and will not be relocated by ODOT before the project begins.