

Ohio Department of Transportation

Prebid Questions

Project No. 060087

Sale Date - 3/22/2006

Question Submitted: 1/18/2006

Question Number: 1

Could we have a copy of the electronic files that contain the existing topography with all alignment and control points as soon as possible? It should also include the CADD files for cross sections. To be most helpful in determining our work according to anticipated phases, it would be appreciated if the existing and proposed DTM are provided.

Question Submitted: 2/17/2006

Question Number: 2

ON PAGE 150 OF 660 DRAINAGE STRUCTURE 60D 70'OF 24 IN TYPE B AND DRAINAGE STRUCTURE 62D 73'OF 30 IN TYPE B NEED TO BE INSTALLED IN PHASE 1 TO PROVIDE DRAINAGE FOR THE LOWERING OF MAINLINE UNDER 15/18 BRIDGE. THESE PIPE SHOULD BE SET UP AS BORE AND JACK ITEMS. THE 27 IN CONDUIT BETWEEN STRUCTURE 60D AND 62D IS LISTED AS TYPE C ON PLANS AND AS TYPE D IN BID PROPOSAL ITEM 109

Question Submitted: 2/2/2006

Question Number: 3

Plan sheets 62 and 63 indicate PCB along the left hand side of SR15/18. It also indicates wrapping the PCB around drive radii to provide access. This is marked "typical". PCB cannot be "wrapped" around any radius present in any drive. There are drives indicating a radius as small as 11'.

Furthermore, if breaks were put into the PCB at every drive, there wouldn't be enough unbroken runs left to lend any real protection to the motorists. According to the direction, each end of the broken run has to have a crash attenuator on it. Some runs of PCB would be so small that all you will have is crash attenuators setting back to back. For a really good example, check stations 118+00 to 122+00. Check the whole left side also.

This is one of the reasons why the MOT should not be left for the contractor to design. If the designer would have had to prepare a complete MOT, there is a pretty good chance that this would have been caught and provisions would have been made to address them properly. To leave this type of issue up to a contractor to decide upon during the bidding process and then put into a lump sum bid is not reasonable.

Finally, there is mention of spare crash attenuators to be made available for repair of those damaged on the project. Since there are bid items for the replacement of signs and barrels, there ought to be one for the replacement of crash attenuators. Add two items, one for repairing 50% or less of a crash attenuator and another one for 50% or more.

Question Submitted: 2/20/2006

Question Number: 4

Sheet 594/660 details the procedure for the temporary supports of the pier cap. Why is it necessary to provide the temporary support called out under 2. prior to removing portions of the piers and constructing the phase 1 pier columns?

Question Submitted: 2/21/2006

Question Number: 5

Shouldn't there be a pay item for 622 end section type D for the guard rail hook-ups on Switzer rd. under Rt.24. (2ea.)

Question Submitted: 2/21/2006

Question Number: 6

Additional comments on form liner

With the 4 1/2" relief on the form liner means that you will have a 1/2" x 4 1/2" this strip projecting into the concrete pour at each joint for the stone. There is no way we can maintain this as it will bend with the weight of the concrete. You need less relief and more thickness on the joint.

Can SIP forms be used on the River Bridges?

A1) A form liner with this relief has been used on previous project (Han-12-12.25; proj. 020511) with minimal problems. There is no need to change anything in regards to the form liner design. A2) Stay In Place (SIP) forms may not to be used on this project.

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 2/21/2006

Question Number: 7

These questions pertain to the form liner for the pier cap shown on page 593/660. We really need more detail on this.

1. The form liner for the arch looks like that for the superstructure. Is it the same?
2. If it is the same, is the relief 1 1/2" that is shown on sheet 596/660 section A-A or 4 1/2" relief called out on sheet 3/34?
3. Is the balance of the lower cap from the top of the column to elevation 712.92 to have a stone liner or a smooth coping like is shown on the superstructure?
4. Does the bottom of the pier cap get form liner and if it does what type is it?

A1 - Yes, the vertical design of the form liner for the lower pier cap arch (shown in section A-A and Detail A on sheet 595) is the same design as the vertical design of the form liner for the superstructure arch shown on sheet 596. The width of the lower pier cap arch is 3'-6" as shown in section A-A on sheet 595 and the width of the superstructure arch is 1'-0" as shown on sheet 596. A2 - The relief for the lower pier cap arch is 1 1/2" as shown in section A-A on sheet 595. The 4 1/2" relief shown in the detail on sheet 576 (3/34) applies to the abutment, abutment wall and pier only, as stated on sheet 576. A3- As stated on sheet 593, all surfaces from the top of the footing to the bottom of the pier cap (elev. 712.92) shall be finished with a simulated stone facing form liner, as per details and notes on sheet 576(3/34). A4 - No. The 6 inch pier cap overhang on each side of the pier column does not receive a simulated stone facing from liner. The bottom of the arch does receive a simulated stone facing for the entire width of the lower cap of the pier as shown in section A-A on sheet 595.

Question Submitted: 2/21/2006

Question Number: 8

Additional information will be required for the following:

Vegetated Swale Erosion Protection Mat, Type B and Type C.

Seeding and Erosion Control with Turf Reinforcing Mat, Type 1 and 2. Specifications - what is it, how is it installed, and other helpful details. Who makes it? Who sells it?

Thank You!

Question Submitted: 2/21/2006

Question Number: 9

on sheet 596/660 the Plans call for the cast-in-place decorative arch on the St Rt 15/18 Structure to be cast after the deck is poured. Can this arch be cast with the deck?

No, the construction joint between the cast in place decorative arch is not an optional construction joint.

Question Submitted: 2/22/2006

Question Number: 10

We have performed some calculations on the 6" shallow pipe underdrains and the 6" construction underdrains. For the construction underdrains, the results show that 60% of the locations we checked did not have a viable outlet. In other words, the underdrains will be installed deeper than the adjacent newly constructed ditches. We checked five locations and used the concrete option (11.5"). If we used the asphalt option (14"), the results would be even more convincing. This was true for some of the shallow pipe underdrains, also.

Examples: Check 1906+00, 1927+00, 2013+00.

Question Submitted: 2/22/2006

Question Number: 11

COULD YOU CLERIFY THE MATERIAL YOU WANT FOR REFERENCE 111 & 117. THE PROPOSAL IS NOT CLEAR ON THESE ITEMS.

the description is shown correctly in the construction plans. The items are: Ref 0111 - 603E16200 21.000 FT 36" CONDUIT, TYPE A, 706.02 , 707.01(0.109), 707.02(0.109), 707.04(0.064), 707.05(0.079), 707.07(0.079), 707.21(0.075), 707.22; Ref 0117 - 603E29000 341.000 FT 90" CONDUIT, TYPE A, 706.02 D-LOAD 2500 OR 96" 707.02 (0.109) GALVANIZED, 707.02 (0.079) ALUMINIZED, 707.04 (0.079), 707.07 (0.079), 707.22 (0.164) ALUMINUM

Question Submitted: 2/23/2006

Question Number: 12

For the temporary lighting crossovers are the quantities considered 2 ea for each crossover, as I only see two temp. crossovers. Also since the the crossovers are in the general vicinity of the existing high mast lighting circuit can they be used for the temp. power for the crossovers?

A1) There are 4 each, Work Zone Crossover Lighting provided in the plans for the crossovers located at Sta 1900+00 (sht 41); Sta 1925+50 (sht 42); Sta 2005+00 (sht 43) and Sta 2058+97.56 (sht 44). The reference to the Work Zone Crossover Lighting is made on each sheet. A2) No, the existing high mast lighting circuit can not be used for the power for the Work Zone Crossover Lighting.

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Question Submitted: 2/23/2006

Question Number: 13

Due to the major work types on the project being nearly equally divided in thirds (Paving, Structures, Earthwork), it is requested that the requirement of Section 108.01 of the Construction and Materials Specification book referring to the contractor performing not less than 50% of the work be lowered to 40%.

Question Submitted: 2/24/2006

Question Number: 14

We were told at the Pre-bid meeting that the 404 permit would be forwarded to us prior to bidding. To date we have not received this document. In order to prepare our bid we need this permit as we have no idea what we can do in the rivers. Please advise as to its status. If it will not be available, please advise as what limitations will be imposed on us for this work so we know what to base our bid on.

Question Submitted: 2/25/2006

Question Number: 15

1. ON PLAN PAGE 596/660 IN THE DECK ASTHETIC DIAGRAHM IS THAT ALL THE FORM LINER THAT GOES ON THE ARCHES? IS THERE NOTHING ABOVE THE FORMLINER THAT IS SHOWN?
2. ALSO ON PAGE 596/660 IN THE SECTION A-A DIAGRAHM IS THIS TRYING TO SHOW US THAT THIS FORMLINER WILL BE FLUSH WITH THE CONCRETE ABOVE IT WHEN COMPLETED?

A1) Yes, as detailed in section A-A, the formliner for the deck arch aesthetics is only for the simulated arch stones along the bottom of the arch. A2) Yes, as detailed in section A-A, the formliner for the simulated arch stones is flush with the face of the deck arch and the grooves between the simulated arch stones are recessed 1-1/2" deep.

Question Submitted: 2/27/2006

Question Number: 16

on sheet 532/660 i believe that the spiral steel for the rilled shafts is not correct. The westbound structure has only 12 drilled shafts but there is spiral steel for 20.

Question Submitted: 2/28/2006

Question Number: 17

Addendum #6 added Reference# 603, Item 601 Tied Concrete Block Mat Type 1. The specification for this item mentions that it is to be used "as shown on the plans". Since it was not in the original plans and since the addendum did not include a detail, please supply additional information.

As stated in Addendum 6 with revisions to Underdrain table on sheet 85, - add Item 601 Tied Concrete Block Mat Type 1 to all outlets. The details for this item are shown in Standard Drawing DM-1.1, already included in the plans.

Question Submitted: 3/1/2006

Question Number: 18

Can the existing structure plans be made available on ODOT's website so that we can print them?

Yes, contact Russ Slonecker at the District 1 Production Office.

Question Submitted: 3/14/2006

Question Number: 19

Approximately 8% of Reference #141, 6" Shallow Pipe Underdrains is listed in the subsummary as 6" Shallow Pipe Underdrain, 707.31 With Fabric Wrap. As it stands, the 7352 lf. of fabric wrapped pipe is locally funded and will be included proportionately in the unit price cost for the remaining 81,306 lf. of unwrapped pipe. Shouldn't the 7352 lf. be listed as its own bid item and not be lumped in with the other shallow pipe underdrains?

Question Submitted: 3/16/2006

Question Number: 20

On Reference # 142, It states 6" Base Pipe Underdrains. Can you substitute 4" Underdrain for the 6" on this line?

A1) This is an option as stated in the 2005 Construction and Materials Specifications book, under Item 605 Underdrains: ... B. Pipe for 605 Unclassified Pipe Underdrains, Shallow Pipe Underdrains, Deep Pipe Underdrains, Base Pipe Underdrains ... If the size of the underdrains required is a 6-inch (150 mm) shallow pipe underdrain and the kind of pipe material is not specifically itemized, then 4-inch (100mm) 707.31 perforated corrugated polyethylene drainage tubing may be used.

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Prebid Questions

Question Submitted: 3/16/2006

Question Number: 21

This question is regarding the Special Provisions (SP) for Reinforced Earth Walls. SP requires the use of epoxy coated rebar (Section 709.00) in the panels. Section 2.1.1 of SP also requires the use of an approved corrosion inhibiting admixture at the approved dosage be used in the precast facing panels. A precast facing panel of an MSE structure is a above ground precast element and the precast panel is not the dominant load carrying device of an MSE structure. The use of corrosion inhibiting as well as epoxy coated rebar in a panel not necessary and will serve no useful purpose. Everyone in the precast industry as well as the MSE industry believes that this requirement is an error and Ohio DOT should revise this requirement. We request Ohio DOT to revise the SP to state that either epoxy coated rebar or corrosion inhibiting admixture be used.

Both epoxy steel and the corrosion inhibiting admixture are to be used as per the specification.

Question Submitted: 3/17/2006

Question Number: 22

1.The plans call for portions of the new warranty pavement to be used for the maintaining of traffic during construction over an extended period of time. Is the 4-lane Warranty Pavement designed for increased traffic counts for the 2-lane bi-directional traffic section over an extended period of time? Will the surface course be required to be install prior to this phase of work? If the surface course is not installed how can the contractor be responsible to warrant this section of pavement without the full design in place?

2.Work Zone Delineation (WZD)plans call for removal and replacement of the asphalt surface course prior to the completion of the project in the transition areas.Does this also include the full length of the bi-directional traffic area that willalso require temporary striping, PCB, Etc. If the surface course is installed will the enter length of pavement need to be removed and replaced per the WZD plans? How is this paid for?

2.When the WZD plans call for removal and replacement of the surface course will this section be included or excluded in the smoothness incentive or disincentive? The Warranty work is also effected with more cold joints, smaller areas, etc.will there be a consideration to eliminate the Warranty in these sections?

3.We would make the assumption that a partial acceptance would be granted if warranty pavement is in use (even temporarily) prior to the completion of the over-all project. Is this correct?

A1) The pavement is to be designed for the anticipated traffic loading as detailed in SS 880. A2) The Contractor is responsible for the design of the Maintenance of Traffic plans, and the decision to require the surface course to maintain traffic will be a part of this design. A3) The warranty begins when the pavement is opened to any traffic. As stated above, it is the contractor's choice to install or not install the surface course for the maintaining traffic phase. A4) Yes, as stated on sheet 33 A5) Paid as part of 614 Maintaining Traffic As Per Plan (see sheet 33) A6) This section will be included in the smoothness incentive/disincentive. This will be a long section of paving and will not be considered corrective work resulting from contract requirements for maintaining traffic. A7) A large number of cold joints and small areas of paving is not anticipated. No elimination of warranty will be considered. A8) Yes

Question Submitted: 3/2/2006

Question Number: 23

On sheet 504/660 it states that "No in stream work shall be conducted during low flow period (March 15 through June 30). The 404 permit application states "construction of the in stream work pads will be constructed in the steambeds during low flow periods(August 1 through October 31). Clearly construction needs to take place during low flow periods. Please define the period when work can take place in the stream.

Upon receipt of Addendum #7 we have found further discrepancies in how the causeways may be constructed. The 404 permit application shows 5-8' diameter pipes with a normal water depth of approx 8'. The revised 832 spec in section 832.10, fourth paragraph c. states that the size of the culvert pipes diameter are to be 2 times the depth of normal stream flow. That indiactes the pipes are to be 16' diameter. What criteria are we to use in causeway construction?

Question Submitted: 3/2/2006

Question Number: 24

Regarding the Asphalt Option with the 7-year warranty, on plan sheets 8 & 9, in the Legend descriptions, bubble number "1", Item 880 - 14" Asphalt Concrete (7 year warranty), the Conventional Equivalent shown utilizes SuperPave designs. Is the SuperPave design required or only shown for informational purposes?

As shown in the plans, the Asphalt Concrete Option is to be bid utilizing Item 880, 14" Asphalt Concrete (7 year Warranty). The conventional equivalent design, lift thicknesses, and step widths are shown for quantity estimations only, as noted. The contractor is responsible to determine the pavement design, construct the pavement and provide a seven year warranty the pavement in accordance with SS 880.

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Ohio Department of Transportation Prebid Questions

Question Submitted: 3/2/2006

Question Number: 25

Addendum #7 replaced SS832.

Specification 832.07 TSEC BMP Materials, E - Winter Seeding & Mulching is defined as an acceptable BMP.

Specification 832.16 Method of Measurement defines how Winter Seeding & Mulching is to be measured.

Specification 832.17 Basis of Payment states the department will pay for properly placed Erosion Control Items (TSEC BMP) that conform to this specification.

The Department will pay for the accepted TSEC BMP quantities at the contract price as follows:

(ODOT Pricing Table for TSEC BMP's)

Winter Seeding & Mulching BMP unit pricing has been omitted from the Pricing Table.

Please clarify.

Respectfully,

James D. Wilson

Question Submitted: 3/7/2006

Question Number: 26

We have a question on methods and constructability of cofferdams required to address Note #1 on plan sheet 550A. The note states if MSE wall manufacturer can not warranty the wall to tolerate 6 to 7 1/4 inches of settlement, then it is recommended the limits of earthen embankment fill be temporarily extended so the full height of fill is built to surcharge the MSE wall and abutment foundation areas. Preliminary response from MSE wall manufacturers is they can not warranty the wall for the estimated settlement. With this information the project would have to be built with the surcharge fill. The height of the fill would be approx. 20 feet above the pavement at High St. The type of cofferdam to support the temp. fill is one question and maintaining traffic on High St. taking the possible scope of the cofferdam into account is the other. Also see plan sheet 533.

A1) The plans state "... if the MSE wall manufacturer can not warranty the wall to tolerate 6 to 7 1/4 inches of settlement, then it is recommended the limits of earthen embankment fill be temporarily extended so the full height of fill is built to surcharge the MSE wall and abutment foundation areas." This is an option recommended for the contractor to consider, however this is not a required technique to obtain the consolidation settlement. The contractor is responsible to determine a satisfactory method of obtaining the consolidation settlement while still meeting the stipulations for maintaining traffic on Switzer Rd./High St. as set forth in the plans and proposal.

Question Submitted: 3/7/2006

Question Number: 27

. ON PLAN PAGE 574/660 IT SHOWS A HIGH MAST LIGHT STANDARD ON THE NORTHWEST CORNER OF THE NEW STRUCTURE. ACCORDING TO THE UTILITY NOTES IN THE PROPOSAL THIS LIGHT MAST DOESN'T GET RELOCATED. IN DOING A LAYOUT OF THE NEW BRIDGE ABUTMENT FOOTERS FOR THE NORTH SIDE IT SHOWS THE POLE IN THE FOOTER. COULD YOU PLEASE LOOK AT THIS AND SEE IF THE POLE NEEDS TO BE RELOCATED?

As shown on plan sheet 150/600 and on lighting plan sheet 500/600, this existing tower is to be removed and relocated.

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Ohio Department of Transportation Prebid Questions

Question Submitted: 3/7/2006

Question Number: 28

- 1) The 2006 ODOT/OCA conference stated that, "The Contractor's Erosion Control Inspector (CECI) shall perform the NPDES required inspections. At a minimum the CECI must be a CPESC". Please let us know how to get a person certified in the CPESC program, since it is important that the person be local and readily available to deal with the relevant storm water and pollution prevention issues without delay.
- 2) The 2006 ODOT/OCA conference also mentioned that the contractor must, "Provide a site specific SWPPP designed and sealed by a Professional Engineer who is also a Certified Professional in Erosion and Sediment Control (CPESC)". Please let us know how to get an Engineer certified in the CPESC program. What are the requirements? Where are the training seminars? When will they be conducted? Who dispenses the certifications? How often do the certifications require updating? What is the typical cost?
- 3) In the addendum under 832.14 Inspections and SWPPP Updates, it mentions the submittal of inspection reports within 24 hours of a 0.5 inch or greater rainfall. Over what period of time is the 0.5 inch rainfall supposed to fall? Is it 0.5 inch in an hour, a day, or what?

A1) As stated in the "Definitions" included in the Temporary Sediment and Erosion Control Plan Note added with addendum 7 : " CPESC - Certified Professional in Erosion and Sediment Control as sponsored by the Soil and Water Conservation Society and International Erosion Control Association. Information on certified individuals is available at www.cpesc.net ." Information includes the CPESC Application Process, CPESC Procedures and Standards, CPESC Directory, Frequently Asked Questions, etc... A2) As stated in the "Definitions" included in the Temporary Sediment and Erosion Control Plan Note added with addendum 7 : " CPESC - Certified Professional in Erosion and Sediment Control as sponsored by the Soil and Water Conservation Society and International Erosion Control Association. Information on certified individuals is available at www.cpesc.net ." Information includes the CPESC Application Process, CPESC Procedures and Standards, CPESC Directory, Frequently Asked Questions, etc... A3) The verbiage included in the Temporary Sediment and Erosion Control Plan Note added with addendum 7 states under the heading of : " Page 25 of 36 - Ohio EPA Permit No.: OHC000002 - Part III.G.2" ... i - Inspections. ... all controls on the site are inspected at least once every seven calendar days and within 24 hours after any storm event greater than one-half inch of rain per 24 hour period.

Question Submitted: 3/9/2006

Question Number: 29

From stations 1974+50 to 1975+50 on US24, it indicates that the shoring for the construction of the new bridge for the WBL is suspended for Switzer Road. (See sheets 196 and 197.) In this respect, how is the contractor supposed to treat the ends of the sheet piling shoring as they relate to the vehicular traffic? For the shoring that parallels existing US24, starting at station 1971+00 and continuing to 1979+70, is there a need to supply barrier protection for the vehicular traffic passing next to this sheet piling?

A1) The contractor is required to provide a maintenance of traffic plan for conducting the required work of the project with the least inconvenience and the maximum safety to the contractor and the traveling public. If the ends of the sheet piling along USR 24 or sheet piling or a temporary wall along Switzer Rd. (or at any other location on the project) present a hazard to contractor and the traveling public on either roadway, the contractor's maintenance of traffic plan shall provide for protection in accordance with the manuals, documents and materials referenced in the Item 614 Maintaining Traffic, As Per Plan note on sheet 30 of the plans. If the proximity of the shoring to the traveled lanes or any construction operations on the project of the roadways is considered to present a hazard to the contractor or the traveling public, the contractor is required to provide protection as determined by the manuals, documents and materials referenced in the Item 614 Maintaining Traffic, As Per Plan note on sheet 30 of the plans.

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