

Ohio Department of Transportation

Prebid Questions

Project No. 101000

Sale Date - 1/14/2010

Question Submitted: 1/10/2010

Question Number: 1

Bid reference # 249 (controller) & 254 (spread spectrum radio) are both base bid items that are defined as contingency items in the plans set. This would make these items replacements for bid references 250 & 247 respectively. Since both sets of items will not be performed should one or the other be bid as an alternate to allow for a balanced bid?

The existing controllers are relatively new (~2007), however all are in pole mounted cabinets. The intent of the base bid item is to re-use the existing controllers for any temporary maintenance of traffic needs (maintaining traffic signals which may require timing or phasing revisions) and re-use of the existing controllers again for the permanent signal. For the permanent signals, the existing controller would have to be installed in a new cabinet and will require reprogramming to accommodate the new timing and phasing requirements. The intent of the contingency item for new controllers (as noted in the General Notes) is to provide a unit price for new controllers in the event that re-use of the existing controller (in the new cabinet) results in logistically problems. This reprogramming would have to occur without taking the signal out of service (except for the short period of time for the physical installation of the existing controller into the new cabinet in which LEOs would be required). The contingency quantity for controllers would allow for the purchase of one or more "spare" controllers for the controller change outs if construction sequencing dictated the need for such. This contingency would assure that all traffic signals would remain in service through construction. The same is true for the SS radio, the contingency quantity provides for a "spare" SS Radio purchase if construction logistics dictate that in order to relocate existing SS radios, one or more SS Radios are required so that signal progression is maintained through construction. All items should be bid on. Contingency quantities will not be purchased unless field conditions and construction sequencing dictates such are required to maintain signal operations.

Question Submitted: 1/11/2010

Question Number: 2

Plan sheet 327 calls for shear studs to be shop installed. Shop installed stud creates OSHA safety issue, beams with shop installed studs cannot have workers walk on the beams. Can the shear studs be field installed since the beams are A709 Gr.50W? Generally shop installed stud are only required with metalized or galvanized beams.

Shear studs will not be required to be installed by the fabricator and are to be field installed. Shear studs will not be required to be installed by the fabricator and are to be field installed.

Question Submitted: 1/11/2010

Question Number: 3

Bid Ref. # 134 Stipulates new luminaires, according to plan note on sheet 295, lower left corner. Answer to pre-bid question dated 12/20/09 indicates that 22 luminaires are for re-lamping and reconfiguration. ref. # 135 has 42 luminaires for removal and re-erection. Is ref # 134 going to be nonperformed, and Ref 135 re-written to read remove 42 units and to re-erect 22 units? Thank you.

Seven towers will be removed with 6 luminaires per tower for 42 total. The relamping and modification of the tenons is required on the five best towers such that there are four towers with 4 luminaires and 1 tower with 6 luminaires built from the seven towers with 42 luminaires removed. Thus the reconfigured 22 luminaires (on five structures) will be reerected with 22 new lamps from the removed 42 luminaire configurations (on seven structures). With the modification of the tenons required, some equipment and parts swapping and interchanging is expected to assure that all parts and hardware are good condition for reerection and this is accounted for with the removal of luminaire and reerection. Item 134 accounts for the relamping of the item 135 removal for reerection items (reconfiguration of the tenons from the existing equipment).

Question Submitted: 1/4/2010

Question Number: 4

Will ODOT allow removal of the right-of-way fence and access to USR 24 outside the project limits to bring borrow or other material to the project?

The request to remove the R/W fence to access US 24 from outside the project limits will not be allowed.

Question Submitted: 1/4/2010

Question Number: 5

Page 20 of the plans has a note "PAVEMENT RESTORATION FOR PIPE INSTALLATIONS." Does this note and the quantity include the Item 301 needed for the Pipe Removal (Bid Items 11 and 12) restoration that is under the pavement?

The note "PAVEMENT RESTORATION FOR PIPE INSTALLATION" does include the ITEM 301 for the quantity of pipe removal/installation under the resurfacing sections of the roadway. In the areas where there is pipe removal/installation located in the full depth pavement sections, Item 301 is accounted for with the full depth pavement typical sections.

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Prebid Questions

Question Submitted: 1/4/2010

Question Number: 6

Prebid question submitted on 12/16/2009 at 9:17:25am regarding MOT general notes and the project completion date was answered "see addendum". Which addendum does this answer refer to? I do not see it answered in any addendum to date.

On 12/18/09 the District emailed a responded to the Prebid question being asked about below with the following response "The District took the request into consideration and feel the work designated in the plans can be accomplished prior to the completion date. The project completion date will remain 10/31/10. No Addendum will be necessary." This response was never included in any addendum.

Question Submitted: 1/5/2010

Question Number: 7

On page 24/384 of the plans in the second column at the bottom there is a note titled OVERNIGHT TRENCH CLOSING. Does this note apply to the Typical Section I on page 14/384? If this note applies is ODOT waiving the cure time on Lime Stabilized Subgrade? Are any other specifications being waived by the plan notes? If the answer is yes, which ones?

An addendum will be forthcoming

Question Submitted: 1/5/2010

Question Number: 8

There was a prebid on 12/30/2009 about Addendum 4 curb & gutter abutting 8" non-reinforced concrete pavement. The answer was that this condition does not exist. Page 13/384 of the plans in PROPOSED SECTION H this condition exists in the typicals. Is PROPOSED SECTION H wrong?

Sheets 12, 13 & 24 have been revised and posted along with the marked up sheets at \\cfts100\d01\$\Addenda\DEF-25098.

Question Submitted: 1/5/2010

Question Number: 9

Addendum Number 7 had plan sheet attachments but the sheets were not the entire sheet. Can ODOT provide the entire sheet with the changes marked? Addendum 6 and 7 had answers but did not have the questions. Could ODOT provide the questions and answers together?

Full plan sheets are now available.

Question Submitted: 1/6/2010

Question Number: 10

There is no pay item for the concrete bridge rail on top of the bridge sidewalk. Please remedy. Also, the horizontal reinforcing shown on the plans for this rail has the same bar marks as the deck. Where will the re-steel be paid, with the deck or with the rail as per BR-2-98?

The BR-2 railing has been included in Item 898 - QC/QA Concrete, Class QSC2, Superstructure (Parapet), As Per Plan. Reinforcing for this parapet has been included with the superstructure reinforcing in Item 509 - Epoxy Coated Reinforcing Steel.

Question Submitted: 1/6/2010

Question Number: 11

What are the limits of the unclassified excavation for the bridge? Specifically, is the fill directly behind the abutments to be considered backfill for 503 unclassified excavation (requiring granular fill), or is it to be covered as a standard 202/203 pay item?

Backfill directly behind the abutment is included for payment with Item 503 - Unclassified Excavation. The intent of the plans is to provide embankment with this item that is equivalent to the volume required to fill the remaining void behind the abutments after constructing the approach embankment as described in the "PILE DRIVING CONSTRAINTS" note provided on plan sheet 313. Material and compaction requirements shall be per Item 503.

Question Submitted: 1/6/2010

Question Number: 12

Page 24/384 - Maintenance of Traffic General Notes, column 1, Construction Sequence Stipulations lists 3 extended closure phases. The note reads "Of the 3 phases only 1 may take place at any given time before any other phase may begin." Due to the type and amount of work in each phase and the limited time frame that work is allowed to be performed in a 24hr period, would the department consider the option of revising the phasing to read "Of the 3 phases only 2 may take place at any given time before the other phase may begin"?

The District considered the request and the phasing stipulations will remain as stated in the plans.

Question Submitted: 1/6/2010

Question Number: 13

There appears to be a discrepancy between the "Pile Driving Constraint" note on sht 313 and the 5th note on sht 323. Which are we to comply with?

There is no discrepancy between the pile driving constraints provided in the plans. The pilaster structures and abutment substructures are considered to be separate elements. Both sets of constraints shall be followed. The intent of the plans is to install the foundation piling and sleeves for the pilaster structures prior to embankment construction. Then the construction of the embankment shall be performed per the constraints listed on Sht. 313. Then the abutment foundation piling may be installed.

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Prebid Questions

Question Submitted: 1/6/2010

Question Number: 14

The plans and proposal contain 2 items for MOT, Ref 347 Maintaining Traffic and Ref 348 Maintaining Traffic, As Per Plan. The work descriptions for these 2 items on plan sheet 24 are ambiguous. For example, column 1 under the heading "Maintaining Traffic" line 41 states payment for the work described under the heading of "Maintaining Traffic" shall be included in the lump sum contract price for "Maintaining Traffic as Per Plan". Column 3 under the heading "Item 614 - Maintaining Traffic, As Per Plan" describes both the preparation of an MOT a P.E. AND "all items required to maintain traffic" which are outlined under the column 1 heading for "Maintaining Traffic". Please clarify why there are 2 bid items and what is to be included in each or consolidate it into 1 bid item.

Having two parts to the project each part has its own pay items and notes, so pay items and notes cannot be combined between parts. Ref 347 "Maintaining Traffic" is for Part 2 of the project and Ref 348 "Maintaining Traffic, As Per Plan" is for Part 1 of the project.

Question Submitted: 1/6/2010

Question Number: 15

Reference 296 and 298 Item 507. The plans do not indicate the need for reinforcing steel in the cast in place reinforced concrete piles. Is this correct?

That is correct.

Question Submitted: 1/7/2010

Question Number: 16

On page 22 under item 609 Concrete Median As Per Plan, your notes say to seal with a concrete sealant per item 512 matching color #30372. On the cross section below that you call the median stamped and stained. Is the median to be poured with no color, stamped, then return 30 days later to apply an item listed under 512 only? Is there any integral color or release agents to be used? If we only seal it with colored epoxy urethane, it will be all one color and may yellow.

The concrete will not contain an integral color, only the center stamped section detailed will be sealed as per Item 512.

Question Submitted: 1/7/2010

Question Number: 17

Can we get the office calcs for the 8" concrete pavement and the type 6 curb?

These calculations were already provided and the information is in the drive calculations.

Question Submitted: 1/7/2010

Question Number: 18

There was a question posted on 12/30/2009 asking, "Addendum #4 made curb & gutter, type 2 11 3/4" T is that going to apply where it abuts 8" non reinforced concrete pavement". The response was "IN RESPONSE TO THIS QUESTION, THERE IS NO LOCATION IN THE TYPICAL SECTIONS WHERE CURB & GUTTER, TYPE 2 ABUTS 8" NON REINFORCED CONCRETE PAVEMENT." If you look in the plans on pages 12 and 13, proposed section "E" and proposed section "F" it clearly shows Item 609 - Combination Curb and Gutter, Type 2 which is designated by Call out Bubble 9 in the Legend. So please clarify if the Combination Curb and Gutter, Type 2 is to be 11 3/4" thick where it abuts 8" Concrete Pavement (and thus the 304 aggregate would have to be notched out), or if it is to be 8" thick to match the pavement thickness.

See Addendum

Question Submitted: 1/7/2010

Question Number: 19

Ref 325 (Parapet Concrete) appears to be very overstated (x4). Please clarify what is to be included in this item and revise the quantity as needed.

Question Submitted: 1/7/2010

Question Number: 20

Reference Number 123 is listed in the proposal per CY and in the plans per SY, please clarify.

The Ref 123 is Concrete Median, As Per Plan and is shown as having units of CU YD in both the proposal and plans.

Question Submitted: 1/7/2010

Question Number: 21

Does Ref. No. 325 QC/QA Concrete Superstructure Parapets, 137 CYs, include the parapet, sidewalk and railing on the approach slabs?

Item 898 - QC/QA Concrete, Class QSC2, Superstructure (Parapet), As Per Plan includes the concrete volumes for the following: 1. BR-1 Barrier Railing 2. BR-2 Sidewalk Parapet 3. Sidewalk within the limits of the structure

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Prebid Questions

Question Submitted: 1/7/2010

Question Number: 22

The answer in the prebid questions to the link to the web site for the plan sheets for Addendum Number 7 originally had 6 plan pages which pages were partial pages. The link was revised and now we can only get 4 pages. We could not get page 26 and we do not know what other page is missing. Can ODOT get this resolved?

Link updated.

Question Submitted: 1/7/2010

Question Number: 23

Ref #303 -Item 513 Structural Steel Members, Level 3 On sheet 330 of 384 the intermediate stiffener connection plate is shown as a 7/8" plate. State standard calls for a 3/8" plate. Should this be a 3/8" plate?

The stiffener in the standard drawing indicates 3/8" as a minimum not a required thickness and the design of the stiffeners dictated a 7/8" plate, so the 7/8" plate is to be used.

Question Submitted: 1/7/2010

Question Number: 24

On sheet 22 of 384, Concrete Median, as per plan. States concrete shall be sealed with a concrete sealer. The detail shows stamped and stained. Please clarify epoxy sealer or stained using a dye?

The concrete is to be sealed per item 512.

Question Submitted: 1/8/2010

Question Number: 25

We are asking for additional clarification on Ref. No. 325 QC/QA Concrete Superstructure Parapet (137 CYs). A previous question was answered this bid item only included the sidewalk, railing and parapet within the structure limits. We believe the 137 cy quantity includes the sidewalk, railing and parapet on the structure and the approach slabs. The Item 898 APP Note on Sheet 313 for approach slabs does not indicate the sidewalk, railing and parapet should be included with the approach slab item. Would ODOT please verify the pay quantity for Ref. 325 and what items should be included with the approach slabs (Ref. 324) ?

Ref. No. 325 QC/QA Concrete Superstructure Parapets includes BR-1 & BR-2 Railings and sidewalk on both the structure and approach slabs.

Question Submitted: 1/8/2010

Question Number: 26

On plan sheet 212 the note for Overhead Sign Support , By Design, As Per Plan calls for painting the Overhead Sign Support on the as Per Plan items. We believe Ref Nos. 162 thru 165 were the target of this note, however none of these items are identified as As Per Plan items. If these are to be painted, are they to be galvanized before painting. Some of the manufacturers will quote powder coating in lieu of painting. Is powder coating an acceptable alternative?

See Addendum

Question Submitted: 1/8/2010

Question Number: 27

For Bid Ref 220, Lighting, Misc.: Handrail Decorative Lighting Assembly, it is listed as a sole source manufacturer. We would like to have Luminaire's DWL 512-2PL9-120-CP-WHT reviewed and considered as an Approved Equal. The material specifications can be found at the following web-site:http://www.luminairelighting.com/products_commercial.html

No Item

Question Submitted: 12/10/2009

Question Number: 28

QUESTION NUMBER 1: Addendum Number one added "Plan Sheets" but there is not an attachment to download the plan sheets. Could an attachment be furnished? QUESTION NUMBER 2: The proposal has 4A notes (Utility Note) but does not give a date that the utilities will be clear of the project work. When will the utilities be moved?

Question 1: <ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/DEF-25098/> Question 2: The utility relocation is underway and are to be moved prior to construction.

Question Submitted: 12/11/2009

Question Number: 29

The General Summary lists Office Cals as the source for quantities. Could we please receive a copy of these?

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/DEF-25098/>

Question Submitted: 12/11/2009

Question Number: 30

On plan page 12 there is a detail labeled "C" depicting a 4.5ft shoulder with integral curb. This shoulder is called out as 8" NON-REINFORCED CONCRETE PAVEMENT. It sits on top of 6" AGGREGATE BASE. The adjacent asphalt pavement buildup shown on PROPOSED SECTION D (Sta 380+75 to 385+28) is 11.25" of asphalt on top of 6" aggregate base. The total buildup of the concrete section is 14" the total buildup of the adjacent asphalt section is 17.25". Does the subgrade step up 3.25" under the concrete pavement, or does the thickness of the concrete or the aggregate base need adjusted, please clarify. Thanks!

See addendum

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Question Submitted: 12/11/2009

Question Number: 31

Per STD DRWG BP-5.1 the thickness of the gutter plate for COMBINATION CURB AND GUTTER, TYPE 2 shall be 9" unless otherwise shown in plans. We do not find where the gutter thickness dimension is specifically shown in these plans. In the Typical Sections the gutter height appears to be the same dimension of the abutting asphalt. This asphalt is 11.25" thick. Please clarify what the thickness of the gutter is on the COMBINATION CURB AND GUTTER, TYPE 2? Thanks.

See addendum

Question Submitted: 12/11/2009

Question Number: 32

Would like office calculations for this project.

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/DEF-25098/>

Question Submitted: 12/14/2009

Question Number: 33

Does the Combination Type 2 Curb and Gutter get paid through the Exfiltration Trench, Type A? Also, does the Curb Type 2-A get paid through the Exfiltration trench?

Curb quantities are not included through proposed Exfiltration Trench, Type A limits as per SCD WQ-1.3. Cost of the curb is included in the Exfiltration Trench pay item.

Question Submitted: 12/16/2009

Question Number: 34

There does not appear to be a pay item for the Lime used in Item 206, Lime Stabilized Subgrade. Thanks

See addendum.

Question Submitted: 12/16/2009

Question Number: 35

Page 24/384 - Maintenance of Traffic General Notes, column 1, Construction Sequence Stipulations lists 3 extended closure phases. The note reads "Of the 3 phases only 1 may take place at any given time before and other phase may begin." Due to this phasing restriction, the amount of work in each phase, specification restrictions for temperature and cure times, and the work necessary to remove and regrade the existing ramps after new ramps are activated the project cannot be completed by the October 31, 2010 completion date. The completion date needs to be extended or ramp tie-ins need to be done concurrently with the bridge closure. Please review and respond.

See addendum.

Question Submitted: 12/17/2009

Question Number: 36

Are the typical sections of the existing ramps, acceleration lanes and deceleration lanes from USR 24 to SR 66 available?

The address that should have been given in the question submitted 12/17/09 should have been <ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/DEF-25098/>.

Question Submitted: 12/18/2009

Question Number: 37

Does the contractor have the option to use Stay in Place forms for the superstructure/deck ?

No, the use of stay in place forms will not be an option.

Question Submitted: 12/19/2009

Question Number: 38

Item 254, Spread Spectrum Radio, As Per Plan, ENCOM Spread Spectrum Radio is listed as a proprietary item, but is not compatible and will not communicate with the existing equipment currently in use. The existing equipment is manufactured by Intuicom. We request an addendum be issued to change the proprietary Spread Spectrum Radio item from ENCOM to be Intuicom.

Addendum clarifies the name change in the bid line item.

Question Submitted: 12/2/2009

Question Number: 39

Will drawings of existing SR-66 Bridge over US-24 be available to bidders ?

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/DEF-25098/>

Question Submitted: 12/22/2009

Question Number: 40

The answer to the pre-bid question for the typical sections of the existing ramps has been posted but the address cannot be accessed. Could you please check the access given?

The address that should have been given in the question submitted 12/17/09 should have been <ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/DEF-25098/>.

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Question Submitted: 12/22/2009

Question Number: 41

Do the abutment footings and pilaster footings need to include integrally colored concrete as per plan note on sheet 314/384? These footings will not be exposed.

The footing concrete for the abutments and pilasters do not have to have integral colored concrete. See addendum.

Question Submitted: 12/23/2009

Question Number: 42

1. Page 20 – CONSTRUCTION NOISE – Do not operate power-operated construction-type equipment devices between the hours of 10 PM and 7 AM. When can the new bridge deck be done? The US 24 traffic notes on page 24 under the bridge demolition there is a note that states "The night time closures shall occur for a maximum of 3 consecutive nights." If work cannot be done from 10 PM to 7 AM what difference does it make? Page 26 - PARKING DISRUPTION LIMITATIONS - The first sentence of the last paragraph states "ALL WORK WITHIN THE TEMPORARY RIGHT OF WAY ON PARCEL 108 (SUBWAY) SHALL BE PERFORMED WHILE THE SUBWAY BUSINESS IS NOT OPEN FOR BUSINESS." What time is Subway open? When is this work to be done with the "CONSTRUCTION NOISE" note?

The construction noise limitation shall be waived specifically for the night time demolition and reconstruction operations for the SR 66 bridge over USR 24 and for the parking disruption limitations at the Subway business. Revised sheet 20 has been issued.

Question Submitted: 12/23/2009

Question Number: 43

Existing Type D Barrier Wall mainline US-24 at existing bridge Piers 1 & 3, is this to be removed, if so how is the removal paid?

See Addendum

Question Submitted: 12/23/2009

Question Number: 44

Will PCB be required to protect temporary shoring on US-24 shoulders for the removal of bridge pier footings?

As stated in the Item 614 - Maintaining Traffic, As Per Plan note on sheet 24, the contractor is responsible for devising maintenance of traffic plans to allow for the required work to be completed in a safe and efficient manner and in accordance with the various documents mentioned in the note. The contractor is responsible to determine if his construction operations to remove the bridge pier footing require PCB.

Question Submitted: 12/23/2009

Question Number: 45

Page 26 – PARKING DISRUPTION LIMITATIONS – Which is correct the PARCEL NUMBER or the BUSINESS name? Some of the parcel numbers do not agree with the business names.

Business names shall be utilized. Revised sheet 26 has been issued.

Question Submitted: 12/23/2009

Question Number: 46

Page 24 - SR 66 – The fourth paragraph requires the traffic be maintained at all signalized intersections. How can this be done at College Place /Carter Avenue and Lowe's/Big Boy intersection? There may need to be some temporary pavement and additional right-of-way. Will ODOT furnish the additional right of way?

Maintenance of traffic methods such as part width construction and flaggers can be utilized without the need for temporary pavement or additional right-of-way. The contractor is responsible for devising maintenance of traffic plans to allow for the required work to be completed in a safe and efficient manner and in accordance with the various documents mentioned in the note.

Question Submitted: 12/23/2009

Question Number: 47

Page 24 – OVERNIGHT TRENCH CLOSING – How can the contractor do the excavation, excavation of the subgrade, place the geotextile fabric, place the Type C Granular Embankment, place the underdrain, place the 304, place the curb and gutter, cure the curb and gutter, fine grade the 304 and place part of the 301 in ONE day?

As stated in the Item 614 - Maintaining Traffic, As Per Plan note on sheet 24, the contractor is responsible for devising maintenance of traffic plans to allow for the required work to be completed in a safe and efficient manner and in accordance with the various documents mentioned in the note. The contractor is responsible to determine how to conduct his construction operations within these requirements.

Question Submitted: 12/23/2009

Question Number: 48

There are buried telephone lines, water lines, telephone manhole, buried electric lines and gas lines shown on pages 64 through 75 of the cross-sections. We all these going to be removed?

Refer to the Utility Note in the Proposal document for the disposition of all utilities.

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Ohio Department of Transportation Prebid Questions

Question Submitted: 12/24/2009

Question Number: 49

Will the department accept filling of removal pipes with CDF instead of removing them and backfilling the trenches with granular?

The Department desires the removal of pipes and the subsequent backfilling of the trenches per specifications.

Question Submitted: 12/30/2009

Question Number: 50

Ref. # 127-128 Show new high mast poles 4 and 1 each. Ref # 134 shows new high mast luminaires 22 each. Plan notes show the existing poles and luminaires to be removed and re-erected. Please explain.

Seven of the existing light towers will be removed. Each of these towers have 6 luminaires. Five of the towers will be reused. Four of the reused towers will need to have the lamp configurations modified to a 4 luminaire configuration (per note on sheet 295). The fifth tower will remain a six luminaire configuration. The four towers with four luminaires (4 x 4 for 16 luminaires) plus the one tower with 6 luminaires (1 x 6 for 6 luminaires) represents a total of 22 luminaires. Thus, the bid includes "re-lamping" and reconfiguration (conversion of 6 lamp units to 4 lamp units) of each of the 22 re-used luminaire.

Question Submitted: 12/30/2009

Question Number: 51

Addendum 4 made curb & gutter, type 2 11 3/4" T is that also going to apply where it abuts 8" non reinforced concrete pavement?

In response to this question, there is no location in the typical sections where Curb & Gutter, Type 2 abuts 8" non reinforced concrete pavement.

Question Submitted: 12/4/2009

Question Number: 52

1. Can you please provide the office calcs for all reference items? 2. Can you please make the CAD files available online.

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/DEF-25098/>

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