

# Ohio Department of Transportation

## Prebid Questions

Project No. 050518

Sale Date - 11/2/2005

Question Submitted: 10/11/2005

Question Number: 1

We are attempting to determine the extent of the tree and brush clearing required for this project. The Plan and Profile sheets show the construction limits, but do not show the existing tree lines. On the noise barrier plans, the tree lines are shown, which indicates that a drawing layer may be available for the whole project that could show both construction limits and tree lines. Please provide Plan and Profile sheets with this information included.

**Outside of the noise wall construction, the vast majority of the tree and brush clearing needed for the project would be for placing the proposed fence. The fence in this area is highly overgrown. The plan and profile sheets with the tree levels on can be provided at the preconstruction meeting, but a site visit would provide a greater sense of the tree and brush clearing needed for the project.**

Question Submitted: 10/12/2005

Question Number: 2

Item #884E10080 indicates 139,302 SY of cubic cement with 7 year warranty (that must be bonded). Would ODOT consider removing the warranty/bond requirement on this item as the new concrete will overlay old concrete and run along side existing concrete base that is 25+ years old? Several sureties have expressed concerns over warranties on concrete paving when the contractor has no control over the sub base. Also of concern are varying sub base materials and varying thicknesses of concrete that run parallel and connect to old base material. Accountability for most warranty defects where the contractor constructed sub base on up would protect ODOT from the Contractor's defense that the 25 year old base failed.

**ODOT will not consider removing the warranty for Item 884E10080, the 9.5" of Unbonded Concrete Overlay. The Department has built other Unbonded Concrete Overlays with warranties in the past. Also, the Department has sold a project similar to the subject project with no reservations about the warranty of either the UBCO with a warranty or the concrete add lane with a warranty.**

Question Submitted: 10/17/2005

Question Number: 3

Ref. No. 128 140.5 Lf. Ground Mounted Support, S4 X 7.7.,

Sign Subsummary Sheet 310 and 311 the location quantities for this beam size totals 160.0 Lf. Not 140.5 Lf.

Will there be a correction to the unit quantity.

Question Submitted: 10/19/2005

Question Number: 4

Please refer to bid item 242 Spl - Noise wall Post & Foundation. The quantity given for this bid item is currently 100 each. This quantity seems to be extremely high given the total length of walls on this project. We believe a quantity of 5 to 10 each would be more than sufficient for this project.

Question Submitted: 10/21/2005

Question Number: 5

A question was asked on 9/20/2005 regarding estimated quantities for incidental excavation and embankment for temporary roads. How soon can we expect an addendum to address this issue?

Question Submitted: 10/24/2005

Question Number: 6

1. Can the temporary pavement for the outside shoulders on WB ramps L,M for phase 1 as called out on plan sheet 63 be changed to APP A ? This is what is shown for the EB ramps N,P.  
2. Plan sheet 31 states that all contraction/expansion joints in the shoulder are to have dowels contrary to the 452 specifications. Is this correct? It makes sense for the WB shoulders which are used for maintaining traffic but it isn't necessarily needed for the EB shoulders. Please clarify.  
3. Can the longitudinal joints be constructed with expansion anchors and hookbolts per the detail for the type D joint on standard drawing BP2.1 .

**A1) No, please prepare your bid according to the bidding documents. A2) The note is correct. All contraction/expansion joints in the shoulder are to have dowels. A3) Yes, the longitudinal joints can be constructed with expansion anchors and hookbolts per the detail for the type D joint on standard drawing BP2.1.**

Question Submitted: 10/25/2005

Question Number: 7

How do you intend to direct traffic exiting to Ramp N at SR-306 while in phase 4 or Ramp L during phase 3. It appears that Ramps N and L are missing a median temp cross-over in the MOT plans OR need to be closed during construction of the mainline roadway. Please clarify.

**Ramp N and Ramp L will remain open during construction, refer to Maintenance of Traffic Details for the details.**

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## Ohio Department of Transportation Prebid Questions

Question Submitted: 10/25/2005

Question Number: 8

- 1.) Can the contractor use Odot,s right of way to place either a concrete batch plant or an asphalt plant?
- 2.) For 204 Granular Material, Type B, can Recycled Portland Cement Concrete be used? If the Department will allow this material to be used, will the contractor have to blend 30% of natural soils and or granular material with the RPCC?
- 3.) Is the asphalt pavement removal on the shoulders where temporary pavement is to be placed paid for under excavation or pavement removed?
- 4.) How is the 4" +/- of asphalt overlaying the existing concrete pavement to be paid where Pavement Removed is indicated.

**A1) No. A2) The contractor will have to supply a material that meets the Construction and Material Specifications for Item 204, Granular Material, Type B. A3) Excavation. A4) Where composite pavement is to be removed, the removal of the asphalt and concrete base will be paid for as Pavement Removed.**

Question Submitted: 10/25/2005

Question Number: 9

Will ODOT allow the contractor to waste excess construction material, specifically broken concrete and dirt within the median areas throughout the project, or at the infield areas of the SR 306 interchange and/or the SR 44 interchange?

**No, the contractor will not be allowed to waste excess construction material within the median areas or interchange infields.**

Question Submitted: 10/25/2005

Question Number: 10

Mack Industries is not listed as an approved manufacturer on sheet 3C of 7. Mack Industries has received approval on noise barrier wall from ODOT and wishes to be recognized as such, so that we can supply prices for this project to the bidding contractors. Please reply as soon as possible so that we can move forward with bidding this project.

**Noise wall policy requires absorptive barriers in urban/suburban areas. Mack industry fiber walls are reflective. Also, through public involvement process, locals selected an aesthetic look which Mack industries cannot produce.**

Question Submitted: 10/26/2005

Question Number: 11

In a prior question yesterday asking about noise barrier approval from ODOT for Mack Industries to bid the above work, it was stated today we didn't have approval on absorptive Noise barrier walls. Mack Industries is in receipt of a letter dated September 23, 2005 from Elvin Pinckney for Timothy Hill Administrator, stating Mack Industries is approved for absorptive noise barrier. I'm having a copy of this letter faxed to Mr. Joe Toth. I feel this answer was in error. Please respond as soon as possible.

Question Submitted: 10/27/2005

Question Number: 12

The noise barrier plans are drawn with posts at 12' On center.  
Sheet 364 indicates a maximum 16 feet on centre. The general notes on sheet 365 indicate a maximum of 16 feet post spacing.  
Sheet 370 shows a maximum 24 feet span.

Please confirm the acceptable maximum post spacing for this project.

Thank you

Question Submitted: 10/31/2005

Question Number: 13

Reference 232 Pavement for Maintaining Traffic, Class A, APP "B". What are the liquid asphalt requirements of this pavement. The plan note requires it to remain in place. 615.05 states that "permanent pavement" cannot use PG 64-22 on a job designated as "heavy" pavements. This pavement is actually a shoulder. What liquid is required?

**Since the temporary pavement will be placed on the shoulder, the PG64-22 binder may be used.**

Question Submitted: 9/20/2005

Question Number: 14

Plan sheets 46-53 give plans and profiles of crossovers for maintaining traffic in four locations. There are no estimated quantities of incidental excavation and embankment given. Will ODOT please provide quantities and/or cross-sections so the contractor can derive quantities?

**The quantities will be incorporated into an addendum.**

Question Submitted: 9/20/2005

Question Number: 15

Plan sheet 35 has a note regarding Temporary Concrete Barrier and refers to 10 foot long sections being supplied by the contractor. Should this instead read 12 foot sections?

**Answer. Per Standard Drawing RM-4.2, the length of portable concrete barrier that the contractor may use can vary from 10 ft. to 20 ft. The 10 ft. length in the note would be the minimum length required. The contractor may use any length that falls within the limits outlined in Standard Drawing RM-4.2.**

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## Ohio Department of Transportation Prebid Questions

Question Submitted: 9/22/2005

Question Number: 16

Ref. 246- Field Office, Type C, APP  
Plans call for 24 months.  
Proposal calls for 72 months.  
Completion date is May 31, 2008.  
What quantity prevails?

Question Submitted: 9/22/2005

Question Number: 17

Ref. 231 and 232: Plan sheets 40 through 42 specify an alternate for a stabilized base course (SBC).

1. What is the required depth of stabilization given that live traffic will be run on the shoulder throughout the first year of construction? The specification only makes reference to an unknown depth in the mix design specification, and the cost comparison should be made to an equivalent of 8.5" new asphalt and 4" stone base for constructing the conventional way (since the SBC alternate would have a 1.5" surface course).
2. Is the method of reclamation limited to foam asphalt or will other methods of reclamation be considered?

**Answer 1. Per Section 1.2, Mix Design, of the note for this item (sht. 40), it is the responsibility of the contractor to determine the depth of reclamation to provide a temporary pavement that is equivalent to Item 615, Pavement for Maintaining traffic, Class A. Answer 2. Foamed asphalt was specified in the plans, therefore will be the only reclamation option considered.**

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