

Ohio Department of Transportation Prebid Questions

Project No. 060116

Sale Date - 3/22/2006

Question Submitted: 1/19/2006

Question Number: 1

Concerning crash attenuators and the "spare parts package" note on sheet 8 of the plans, at what point does the contractor receive payment for a new crash attenuator when an existing one is damaged? Certainly, if a crash attenuator is replaced in its entirety, it should be paid for by the contract. However, what about the other instances where hits may accumulate repair costs exceeding the unit bid price?

It may be better to add bid items for "Replacement Crash Attenuators, 50% or less" and for "Replacement Crash Attenuators, 50% or more". It is difficult for the contractor to determine just how many times each crash attenuator will be damaged and to what degree. To state that the bid must reflect repair costs is too indeterminate.

Question Submitted: 2/13/2006

Question Number: 2

1. It appears that due to the depths of the 33" storm line running down the west side of Eastgate, that the proposed trench width to be dug in order to install the 33" pipe may encompass the edge of the existing pavement on Eastgate. How is the replacement of the pavement to be paid for and what material is to be used to replace the pavement if it is disturbed?

2. Also in regards to the drainage on eastgate, there are quite a few existing utility poles which are very close to the proposed 33" storm line. It is possible these poles may end up in the proposed trench to be excavated in order to install the 33" conduit. It may not be possible to hold these poles from the east side of the proposed conduit due to the existing embankment. Are there any relocation plans to move these poles out of the way or please define how the drainage line is to be installed with these poles in the trench?

3. If possible, we would like to know what type of material the existing 36" sanitary force main is constructed of (concrete, ductile iron, plastic??). This will help to determine the necessary steps to support it for the proposed 66" storm line to be installed below it.

Question Submitted: 2/17/2006

Question Number: 3

#1 Item 253 pavement Repair: I know this is a contingent item but what will be the depth of excavation? Also what type of material will we be placing back?

#2 Is there a Commercial Drive Detail B? Sheet 57/324 states Comm.(B) as a type.

Question Submitted: 2/20/2006

Question Number: 4

Are 24' post spacings acceptable for the noise barrier wall?

Page 6f of the plans details a 24' post spacing in the front elevation. Page 6g details a typical 12' post spacing? Which dimension is correct?

Question Submitted: 2/23/2006

Question Number: 5

Addendum #1, note#1 addressed the Indiana bat issue. The note is now added to this contract, but there still may be a problem with removing all of the required trees prior to the April 15 cutoff date. It's possible that the contract may not be signed until April 8, 2006. That leaves 7 days to remove the trees. This may be enough time if there are no conflicts with the overhead utility lines (telephone, cablevision, electric). However, an accelerated contract signing may be a good consideration, unless someone else has a better plan.

Question Submitted: 2/26/2006

Question Number: 6

There is a MOT general note on page 7 that states the following: "All asphalt paving work and permanent pavement markings shall be scheduled for completion by October 31, all paving work is subject to the surface temperature requirements of 401.06." In reference to the asphalt paving, which governs, October 31 or the temperature specification?

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 3/1/2006

Question Number: 7

(1) In regards to questions #1 & #2, a review of the Airport Highway plan cross sections (plan sheets 84-192) show a hatched area labeled "MOT Earthwork" where the temporary pavement is to be located. The addendum directs the contractor in Stage 1 to build the trunk line from 636+57 to 662+75 Lt and that "the proposed northerly catch basins along the trunk line will function as temporary basins located within the swell outside the north edge of temporary pavement". This trunk line has a total of 15 each new #3 or #3A catch basins to be installed in a curb and gutter pavement section. The proposed answer presents several problems:

a) The 15 each proposed northerly catch basins do not align with the proposed temporary pavement swale. In some cases (see plan sheet 102, CB No 3 at 633+85 32' Lt) the catch basin falls in the temporary pavement and in some cases (see plan sheet 107, CB No 3A at 638+23 32' Lt) the catch basin is beyond the proposed swale. Each catch basin is unique in its alignment to the proposed swale. How is each catch basin to be modified to meet the temporary pavement swale alignment and how is this work to be paid for?

b) The 15 each proposed northerly catch basins will have elevation conflicts with the proposed temporary swale. One example is plan sheet 102, CB No 3 at 633+85 32' Lt. The No 3 precast catch basin would have to be precast low to accommodate a temporary frame & grate, the temporary frame and grate removed, masonry blocks installed to readjust the precast catch basin to the proper elevation to install the permanent precast I beam/grate section. Each catch basin is unique based on its elevation. How is each catch basin to be modified to meet the temporary pavement swale elevations and how is this work to be paid for?

c) The addendum states "a detail of a temporary top and grate for these catch basins need to be approved by the engineer". Please provide a detail and how is this work to be paid for?

d) The addendum states "a temporary storm sewer connection between the existing MH at station 562+58.4 and the proposed MH at 652+15 Lt. is required. The 18" outlet in existing CB at 652+60 Lt. must be plugged." Please provide a detail of the work to be performed and how is this work to be paid for?

e) The addendum states "Stage 2 allows the use of jack and bore for 12" crossovers from station 638+23 to 662+75. See quantities provided in the addendum". The original plan, addendum #1 nor addendum #2 has provided bid items for 12" jack & bore conduit. Please review and add a bid item for this work.

f) You propose an alternate stage 1 and state "typical sections for this alternate MOT method are provided". However, your "MOT Earthwork" shown on the cross sections (see plan sheets 84-192) were neglected. Please provide revised plan sheets 84-192 for alternate stage 1 and an estimated earthwork quantity as shown on plan sheet 7 for the original stage 1.

g) Addendum 1 question 10 stated that the original completion date of July 31, 2007 was a "very, very aggressive completion date for the amount of work that needs to be done". Addendum 1 added 1 month to August 31, 2007. Addendum 2 is now proposing installing the Eastgate storm sewer outlet (636+57 to 662+75 Lt) and the 66" storm sewer (683+00 to 713+75) in stage 1. In order to maintain traffic, work cannot be performed concurrently on the north side and south side of Airport Highway. This is a major change in the sequencing and will extend the drainage work through the majority of the 2006 construction season. It will not leave adequate time in the fall of 2006 to complete the first half of the pavement construction. Therefore, both the north and south half of the Airport Highway pavement is now pushed into 2007 and will require the entire 2007 construction season (i.e.: November 30, 2007) to complete. Please review the impact of addendums 1 & 2 on the completion date.

(2) Addendum #1 revised Reference #0047 Erosion Control from 6,000 each to 100,000 each. This is significant enough that we hope it is reflected in the Engineer's estimate.

In reference to addendum #1, specifically note #2 regarding the closure for the drainage crossovers, it states that the closure will be allowed from Friday @ 9:00 pm to Monday morning @ 9:00am for the 66" crossover @ 682+93. The following constructability and safety issues arise in regards to the nighttime work required:

(1) When emergencies occur at night, will the owners of the public utilities have a contact who will be on call in case an incident occurs with the 36" sanitary force main or 8" water main to be crossed under as part of the construction?

(2) The depths of the 66" storm sewer, the size of the trench, and the utilities to be crossed under already make this cautious and dangerous work, let alone performing it at night. Is putting the crews at additional risk while installing the conduit at night worth the risk of an accident versus a couple more days with traffic detoured so that it can be constructed during daylight hours?

(3) Performing the crossover work at night may also require the local quarries and concrete plants to stay open round the clock at a premium charge to the project, require premium rates for trucking and labor, and many more additional costs beyond what it takes to work during the day, let alone over a weekend. Have these additional costs been taken into consideration and accounted for in the estimate for the project?

(4) Will vibratory compaction equipment be allowed to compact the structural backfill for the 66" crossover near, around and over the 36" force main? If not, please indicate what type of material is to be used in lieu of structural backfill?

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Ohio Department of Transportation Prebid Questions

(5) Will the respective owner of the utility support the 36" force main and the 8" waterline in order for the contractor to install the 66" conduit under them?

(6) Is there a limit as to what length of the 36" force main will be allowed to be exposed at one time in order to install the 66" crossover?

(7) What material is to be used to restore the pavement for the crossover trenches at stations 636+57 and 682+83, and where is this cost to be included?

A1) CB at 633+85 is not within the limits of the trunk line. The CBs within the trunk line limits are close to and beyond the swell. Slight alignment shifts of the swell can be made to meet the catch basins. The minor swell alignments should be paid for under Item 615 per 615.03 A2) The catch basins could be provided with the construction joint 11 1/2" below the grate elevation per shown on SCD CB-2.1 and SCD CB-2.2. A temporary frame and grate with a total thickness of 6 will provide a temporary grate elevation capable of draining the swell. Temporary pavement swell elevations are not provided in the plans. Payment shall be included in Item 615. A3) It is the responsibility of the contractor to provide this detail. Top and grate should be similar to details shown on SCD CB-1.2 or SCD CB-1.3. Payment shall be included in Item 615. The proposed MH at 652+15 It shall use the existing 8" conduit for the temporary connection to existing MH at Sta. 652+58.4 It. The plan sheet 68 of 324 shows the existing 8". Payment shall be included in Item 615. A4) The proposed MH at 652+15 It shall use the existing 8" conduit for the temporary connection to existing MH at Sta. 652+58.4 It. The plan sheet 68 of 324 shows the existing 8". Payment shall be included in Item 615. A5) Please see addendum #3 A6) The alternate Stage 1 information gives the contractor another option for maintaining drainage. A full set of Maintenance of Traffic plans, including MOT earthwork for this alternate will not be provided by ODOT. A6) We have reviewed this information and respectfully decline to make further changes to the and addenda. A7) Yes A8) A contact will be provided at pre-construction meeting. A9) We respectfully disagree. No further changes will be made to the bidding documents. A10) Yes. A11) YES A12) Yes, if required A13) Limited to the width of the trench. A14) Due to variance of means and methods between contractor for the trenching, and alternate MOT methods this will be paid by a supplement agreement after award.

Question Submitted: 3/1/2006

Question Number: 8

060116 LUC Pre-bid Video

Item 632 – Signalization Misc.: Color Video Detection Camera and

Item 632 – Signalization Misc.: Video Detection System Cabinet Hardware

We would request that consideration be given to alternate Video Detection products from ITERIS.

The specification for the referenced project limits the Video Detection Equipment to only one manufacturer/form factor. The product specification requires that the camera communicate with the cabinet over twisted pair. (This specification implicitly requires the video processing be done overhead in the camera). The ITERIS product we wish to offer for consideration does not require communications to overhead cameras - only a video feed and power need to be run to the camera. (In one unitized cable assembly) The ITERIS system (all form factors - rack mount, shelf mount) contain the processor module(s) and communications interface(s) in the traffic signal control cabinet (where in our opinion it is best suited for ease of installation, maintenance and operations).

ITERIS does offer both monochrome and color cameras. If remote access is specified an industry standard 10/100Base-T Ethernet communication module option is available which enables remote access to the video detection processors over cable modem, DSL modem, or local area networks.

1. The notes state "The cable shall be a single jacketed multi-paired cable for power, video and communications." No where in the notes on page 253 does it mention twisted pair. The intent of the sentence is one cable for all necessary wiring. The notes will allow you to bid on these items. 2. Again, the notes state nothing about the camera having to be color.

Question Submitted: 3/1/2006

Question Number: 9

Addendum #1 added Granular Material type "B" to be used in the 2' undercut. What conversion rate will be used to convert from tons to cubic yards?

The district will calculate the pay quantity by volume (length X width X Depth) NOT by ticket quantity. The answer below in no way changes how the district will calculate the CY pay item. The conversion factors are listed in the following document on the web. http://www.dot.state.oh.us/prod/2005_CMS/Cms2005_062705.pdf The factors listed are: Granular Material, Type A: 1.6 tons/cubic yard Granular Material, Type B: 1.9 tons/cubic yard Granular Material, Type C: 1.8 tons/cubic yard Granular Material, Type D: 1.8 tons/cubic yard Granular Material, Type E: 1.6 tons/cubic yard

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Ohio Department of Transportation Prebid Questions

Question Submitted: 3/10/2006

Question Number: 10

1. What type of pipe is the existing 10" and 12" sanitary main along the north side of Airport Highway from Station 682+00 to 715+00 32' RT?

2. If possible could you please indicate what year that same sanitary main was installed?

The 12" is RCP. The 10" is either RCP or PVC. This was constructed in 1975 - 1975.

Question Submitted: 3/10/2006

Question Number: 11

In response to the current completion date of August 31, 2007 we ask that this issue be re-considered yet again. The current completion date cannot be met with the amount of work to be performed. There is very extensive drainage, roadway, paving, electrical and signal work, in addition to the cement stabilization to be performed in such a short time frame.

Please consider the following example:

There is a project that exists which is similar in length and setup to project 060116, except for the fact that it has a quarter of the drainage work, very little electrical work, no cement stabilization, half the excavation, and no temporary pavement. This project is currently being constructed for the City of Toledo on Byrne Road from Detroit Avenue to Glendale. This project allotted 15 months for completion for far less work than the 16 months currently scheduled for project 060116. Please reconsider moving the completion date to December of 2007.

Question Submitted: 3/10/2006

Question Number: 12

Because of the sheer size of the project, combined with factors such as the large diameters & depth of some of the storm sewer, the large qty of noise wall/foundations to install, the large quantities of traffic signal work, pavement removal, excavation, soil stabilization, potential for utility conflicts etc, etc, I am finding the current completion date of 8/31/07 to be rather aggressive. Please revisit this issue & reconsider a later date. Thank you.

Question Submitted: 3/16/2006

Question Number: 13

In the ODOT's "View Prebid Questions" section, there is particular reference to Item 615 in the answer written for the multiple part question submitted on 3/1/2006. (See page 13). The answer states in part, "The minor swell (swale) alignments should be paid for under Item 615 per 615.03"

Upon review of section 615.03, it is referring to work provided under temporary roads. It states in part, "Excavate and construct embankment necessary for providing and maintaining temporary roads and any associated drainage facilities, as well as subsequent removal of temporary roads and restoration of the areas..." This contract has no bid item for Item 615 Lump Sum, Roads for Maintaining Traffic. If this bid item is not a part of the contract, the specification does not direct the earthwork and associated drainage to be included in Item 615, Pavement for Maintaining Traffic. As a result, shouldn't a bid item be added for Item 615, Lump Sum, Roads for Maintaining Traffic?

Question Submitted: 3/2/2006

Question Number: 14

Addendum #3 added reference #305 "Conduit misc.: 12" Type B Jack and Bore Installation" with a quantity of 416 LF. This means that there are currently two 12" Type B bid items. The first one is Reference #52, 12" Type B conduit with a quantity of 2,978 LF. Adding the newly established Reference #305 quantity of 416 LF brings the total to 3,394 LF.

Addendum #3 makes the statement that the jack and bore bid item shall include the additional cost to jack and bore versus open trenching the 13 crossover locations from station 638+23 to 662+75. This requires further clarification.

- 1) Will this cost for the jack and bore be included in the base bid total?
- 2) Will this cost be an alternate to be selected as determined by the owner?
- 3) Should the quantity for the bore bid item (Ref.#305) be deducted from Reference #52 so there is only a total of 2,978 LF. of pipe being bid?
- 4) Is the cost to be placed in bid item #305 only for additional costs incurred to jack and bore 416 LF.? If so, shouldn't this quantity be deducted from Reference #52 as mentioned in Item #3 above?
- 5) If Item #305 is bid as an alternate, how will the apparent low bidder be determined? Will it be on the base bid or the alternate bid?

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Ohio Department of Transportation Prebid Questions

Question Submitted: 3/2/2006

Question Number: 15

Addendum #3 added reference #305 Conduit Misc.: 12" Type B jack and bore installation with a quantity of 416 FT. So now there are currently 2-12" ty b bid items with the first one being reference #52 12" ty B conduit with a quantity of 2,978 LF. Meaning there is now a total of 3,394 LF of 12" ty B pipe to be installed. Addendum #3 makes the statement that the jack and bore bid item shall include the additional cost to jack and bore versus open trenching the 13 crossover locations from sta. 638+23 to 662+75. What does this statement mean?

The following questions stem from this issue:

1. Will this cost for the jack and bore be included in the base bid total?
2. Will this cost be an alternate to be selected as determined by the owner.
3. Should the quantity for the bore bid item (ref# 305) be deducted from reference #52 so that there is only a total of 2978 LF of pipe being bid?
4. Is the cost to be placed in bid item #305 only for additional costs incurred to jack and bore 416 LF? If so shouldn't this quantity be deducted from reference #52 as mentioned in item #3 above?
5. If item #305 is bid as an alternate, how will the apparent low bidder be determined, on the base bid or the alternate?

Ref 305 was set up to cover only the additional costs to use the jack and bore method. Ex. Say open trenching costs 10 \$/ft and J&B costs 15 \$/ft. Ref 305 would cover the 5\$ additional expense to J&B. For 12" pipe that is jacked and bored the contractor would be paid the base (ref. 52) plus the additional J&B costs (ref. 305)

Question Submitted: 3/2/2006

Question Number: 16

There is an 8" waterline running longitudinally through the project within the area of pavement construction. It will be in conflict with the 16" lime stabilized subgrade. Please check sta. 623+50 to 626+50 as an example. There are other areas where the line will come dangerously close to the rototilling operation. This raises the following issues:

- 1) Will this line be relocated or will the lime stabilized subgrade construction be altered accordingly?
- 2) In the areas where the line comes dangerously close to the lime stabilization work, the contractor should not be held liable for damage if his operation is free of negligence and is being conducted according to the plans. Will the City of Toledo forces be available to repair these lines and is the City willing to accept the cost for the contractor's down time and cost to abate the negative affects of the water flooding on the subgrade if a break occurs?

**A1) The existing waterline has been relocated from Reynolds to Seymour. The rest of the waterline is to remain.
A2) City forces will be available. The rest of your question can not be answered at this time because of varying means and methods between contractors.**

Question Submitted: 3/3/2006

Question Number: 17

1. Please provide the as per plan note for reference # 105 "Manhole reconstructed to grade as per plan".
2. There does not appear to be any excavation included for the numerous driveways to be installed. If there is a quantity included in the overall excavation item, please indicate what that quantity is. At the present time there is no quantity shown in the general summary, the excavation summary, nor does it appear to be accounted for in the cross sections as the profiles shown only indicate the top of pavement and do not show the actual cut for the drives. Please provide a summary indicating the excavation per each driveway and the overall quantity for the driveway excavation, so that the excavation item maybe priced to reflect the driveway excavation.
3. There are 14 crossovers from station 638+23 to 662+75, not 13 as the addendum #3 indicates, please adjust the bore quantity accordingly.

Please see addendum #5.

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