

Ohio Department of Transportation Prebid Questions

Project No. 070089

Sale Date - 2/28/2007

Question Submitted: 2/13/2007

Question Number: 1

Given the single-slope "D" wall locations on sh.30, it seems that R-5, R-6, R-8 pcs. run onto the approaches after deducting the 20' barrier transitions (paid as each). Since the wall on the approaches are paid with it, shouldn't there be less? Also, the typicals for the roadway show Item 512 epoxy-urethane sealing of the wall yet there is not a bid item for this.

Question Submitted: 2/20/2007

Question Number: 2

The note on sheet 7/94 regarding the notice of closure signs, indicates a 60 day closure beginning June 23. This is the only information I have located concerning duration and time frame of the ramp closure. Notes on sheet 9/94 indicate that ramp bx will be closed during both phase 1 and 2. Assuming we are limited to a 60 day closure of ramp bx the scheduling will have to be extremely aggressive at best to complete a 2-phase with closure pour bridge in one 60 day period. Please clarify what the intent is for the duration and time frame of the ramp bx closure.

Question Submitted: 2/21/2007

Question Number: 3

On sheet 50/94 and 75/94 there is a note that indicates portion of barrier to be removed is included with 202-concrete barrier removed, for payment. The estimated quantity is carried to the roadway summary sheet. There is not an item for concrete barrier removed in the summary sheet. Please provide clarification on how this work is paid.

Question Submitted: 2/22/2007

Question Number: 4

In regards to the detour duration note provided in addendum 1, my interpretation is that 90 day detour limitation and subsequent \$4500 LD per day is limited to the construction of the right structure only since the closure of ramp BX is associated with that structure and that there may be restrictions on South Avenue and the left structure, as detailed in the plans, outside the 90 day detour limitation, since the traffic in those areas is maintained and not detoured. Please provide confirmation that this is the correct interpretation or if it is incorrect provide additional clarification on the intent of the note.

The answer to this question is correct. Because Ramp BX is only associated with the NB 62 D traffic. He can only set the NB zones with the ramp closed.

Question Submitted: 2/26/2007

Question Number: 5

Please clarify the detour duration note in addendum 2. Originally I assumed we had 60 days per phase a total of 120 days to close ramp bx and complete the right structure. Is this addendum stating 90 days total? Will phase two bridge need to be cured before the cross frames are installed for the closure pour? With the amount of work required on this structure including steel work, cure, form liners on parapets, and a closure pour 90 days total does not seem possible.

A1) The Detour Duration Note is clear with the closure of 90 consecutive days. It is not 60 days per phase. The duration was evaluated by our Production & Construction Departments and 90 days is adequate. A2) Yes it should be cured before cross frames are installed. Refer to CMS 511.17 in regards to the time frame. A3) The duration was evaluated by our Production & Construction Departments and 90 days is adequate.

Question Submitted: 2/26/2007

Question Number: 6

The existing plans indicate that the deck is 9" thick. Per Add #1 it addressed the 3 1/4" +/- overlay. We need to know if the existing deck had 3" removed prior to the overlay. We cannot properly estimate sawcutting and removal costs without this knowledge. If the deck is 13" plus or minus it greatly impacts the size of our slabs, sawcutting pricing and removal efficiencies. Please provide this information so that we can prepare a responsive bid. Addendum No. 1 changed the Right structure to a max 90 day closure. Is it the Dept.'s intent for us to include liquidated damages in our bid? With the proposed phased work including the structural steel joint retrofits and cure periods it is virtually impossible to complete the work in the given time frame. Furthermore, there is asbestos abatement in the NB structure that is not normal for this given time period. We request that this time period is extended to 120 days or detail a plan that does not close the ramp and allows the contractor to work while both ramps are open. It appears to us that this ramp does not have to be closed at all with a more detailed MOT plan.

A1) The approximate deck thickness of the bridge is 11". A2) The District believes the 90 day closure is adequate time. The Liquidated Damages of \$4,500 per calendar day is clear in addendum no. 1. Also, the asbestos work is minimal as explained in the response to Gaglione question sent on the 2/7/07 email.

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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Question Submitted: 2/28/2007

Question Number: 7

Regarding your response to the latest question relating to the completion date for the right structure we will assume that the District will work with the contractor in schedule development to complete the project within the time constraints given. Even though it appears that several contractors have expressed serious concerns that it cannot be done in the time given. We will also assume that if the right structure cannot be completed in this time frame so concluded by the District's own construction schedule assessment, that liquidated damages in the amount of \$4500.00 per day will not be assessed.

The project should be bid as shown. The contractor shall develop a construction schedule as per the contract specifications. The contractor shall provide the necessary resources to complete the referenced structure within the time frames outlined in the contract documents.

Question Submitted: 2/7/2007

Question Number: 8

concerning asbestos note on page 6/94Is more information available as to the location of the fiber conduit? Is it 44 feet per structure? Should a pay item for asbestos removal be added to the bid items?

A1) Approximately 10 linear feet of assumed asbestos-containing 2-inch fiber conduit is still considered to be located in the southbound lane's north approach parapets; approximately 10 linear feet of assumed asbestos-containing 2-inch fiber conduit is still considered to be located in the northbound lane's south approach parapets; Approximately 24 linear feet of assumed asbestos-containing 2-inch fiber used for the lighting conduit is considered to still be located in the decking and approximately 12 square feet of assumed asbestos-containing 1/2-inchd preformed expansion joint filler is considered to still be located in the approach slab of the southbound lane of Route 62; and approximately 2 square feet of assumed asbestos-containing preformed expansion joint filler is considered to still be located in the approach slab of the northbound lane of Route 62. This is shown on the existing 1963 plans. A2) No, see above locations. A3) No. As stated in the Asbestos Notification note on page 6 of 94, "Payment for this shall be included in Item 202- Portion of Structure Removed over 20 foot Span, As Per Plan.

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