

Ohio Department of Transportation

Prebid Questions

Project No. 070149

Sale Date - 3/16/2007

Question Submitted: 3/2/2007

Question Number: 1

There is a contradiction with the quantity of bid item #19 Pavement Repairs. The proposal and Page 9 of 69 of the plans show the quantity of pavement repairs to be 16,025 square yards; the general notes on page 5 of 69 of the plans show the quantity to be 14,000 square yards. Please clarify which quantity is correct.

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Ohio Department of Transportation

Prebid Questions

Project No. 060526

Sale Date - 12/21/2006

Question Submitted: 12/11/2006

Question Number: 1

ITEM 253, SHEET 5 OF 69. THE TEXT DESCRIPTION AND THE LEGEND FOR THIS ITEM ARE IN CONFLICT. WITH RESPECT TO THE 301 PORTION OF THE REPAIR, THE TEXT GIVES A DEPTH OF 12" WHILE THE LEGEND GIVES A DEPTH OF 6". THE LEGEND DESCRIPTION APPLIES TO BOTH THE 252 & 253 ITEMS. THE LEGEND STATES "UNLESS OTHERWISE NOTED" IN IT'S DESCRIPTION OF THE 301, HOWEVER, IT UNCLEAR IF THIS APPLIES TO THE DEPTH OF THE 301; THE USE OF THE PG 64-28 LIQUID; OR BOTH. PLEASE CLARIFY THE INTENT WITH RESPECT TO WHEN PG 64-28 IS REQUIRED AND THE DEPTH, FOR EACH REPAIR TYPE, WITH RESPECT TO THE 301 ITEM.

THANK YOU.

Question Submitted: 12/18/2006

Question Number: 2

PLEASE REFERENCE SLM 1.35 TO 4.31 IN THE PREVIOUS QUESTION

After further field investigations & ODOT's response to the previous questions in addendum #3, we have been unable to locate any areas of existing concrete pavement within the limits of SLM 1.35 to 4.31. Could ODOT provide more detailed information in the form of pavement cores to aid in our bid preparation for reference #20 Full Depth Rigid Pavement Removal & Flexible Replacement in order to avoid conflicts with the department. If concrete is not located in these areas, will it still be necessary to perform the references associated with the undercuts, specifically reference's 16 - Excavation, 17 - 304 Aggregate Base, & 18 Geotextile fabric.

Thank you in advance for your consideration & timely response.

There is no exposed concrete pavement on the project, the existing 12" of concrete base is covered with approximately 6" of asphalt. This information is from old plans and the SLD.

Question Submitted: 12/18/2006

Question Number: 3

After further field investigations & ODOT's response to the previous questions in addendum #3, we have been unable to locate any areas of existing concrete pavement within the limits of SLM 6.93 to 8.79. Could ODOT provide more detailed information in the form of pavement cores to aid in our bid preparation for reference #20 Full Depth Rigid Pavement Removal & Flexible Replacement in order to avoid conflicts with the department. If concrete is not located in this area, will it still be necessary to perform the references associated with the undercuts, specifically reference's 16 - Excavation, 17 - 304 Aggregate Base, & 18 Geotextile fabric.

Thank you in advance for your consideration & timely response.

Question Submitted: 12/4/2006

Question Number: 4

Linear Grading note on plan sheet 4 describes the required compaction until seeding is performed. We assume the seeding of this area will be paid for separately under the 659 item, since the note does not indicate otherwise.

Your assumption is correct. The 659 items have been provided separately.

Question Submitted: 12/8/2006

Question Number: 5

Sheet 5 details the pavement repairs. These details show a Type "D" Granular material. The proposal specifies a Type "A". Should we assume the proposal will take precedence in this conflict?

Also on the Sheet 5. The repairs that are depicted are very specific with respect to location. Existing field conditions show opportunity to perform both longitudinal and transverse repairs. The cost for performance of each direction differs substantially. Please clarify the intent of the repairs with respect to direction relative to the pavement. If the intent is to perform repairs in both directions, please consider providing a quantity for each direction, transverse & longitudinal, to allow for the differing requirements of the two types of repairs.

For the repairs that are shown as 7' wide, is the intent to include replacing the paved shoulder? Exclusion of the shoulder in the repairs may require different equipment due to the existing pavement width and the requirements of the traffic notes.

Thank You!

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Ohio Department of Transportation Prebid Questions

Question Submitted: 12/8/2006

Question Number: 6

In regards to item 252 full depth rigid pavement removal & flexible replacement.

1. What PG grade binder is to be used in the 301 asphalt base? PG64-28 is called out in the legend but 64-22 is stated in the notes - all on page 5 of the plans.
2. Are the repairs longitudinal or transverse?
3. Will the repairs be from the edge of paved shoulder? The detail on page 5 does not reflect the shoulder area.

In regards to item 253 pavement repair

1. What PG grade binder is to be used in the 301 asphalt base? PG64-28 is called out in the legend but 64-22 is stated in the notes - all on page 5 of the plans.
2. What is the depth of the pavement repair, not including the undercut, 12" or 18" - please clarify.

394 CY of 411 is set up for paving of field drives on page 6 of the plans - what are the limits & depths associated with this item?

Are the aggregate drains to be performed along the entire project length or just in the undercut areas of repair?

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 9/29/2005

Question Number: 7

1. Does the Holiday Note of all existing lanes shall be open to traffic on Page 7/90 apply to Alexis Rd traffic or only I75 traffic lanes? It will not be possible to reopen Alexis Rd during Phase 1 or phase 2 until completing the entire phase and it would be extremely difficult to complete an entire phase between any of the two Holidays listed.
2. The bid item for approach slab removed is listed as reference 2 in the Roadway section and also as reference 94 & 128 in the Bridge sections. Which is correct?
3. The plan note on Page 45/90 says the concrete for the approach slab shall be class HP3 or HP4 but the bridge decks are to be class QSC2 concrete. Is this note correct?
4. Plan note on page 11/90 says, "construction of phase 1 shall be restricted to 60 days. Work shall be performed during the evenings and Saturdays to avoid peak traffic." Why does phase 1 have these restrictions while phase 2, which is similar work, does not have these restrictions? Are the "60 days" calendar days or workdays? If the 60 days are workdays please define "work day". Could the 60 day restriction for phase 1 be removed so that the completion date of 9/15/2005 governs and the amount of time the contractor needs to devote to each phase of work is determined by the contractor in order to meet this completion date per their CPM schedule? Also the part about performing the work in the evenings conflicts with the construction noise note on page 5/90.
5. Plan note on page 11/90 pertaining to Phase 1A for false work placement states "Only one lane in either direction may be closed at any time. How is the false work to be place over the center lane of the 3 lanes of I75 unless two lanes of I75 are closed?"
6. Would Odot consider allowing the use of a waste area on the North East corner of the Railroad Structure?
7. How is truck traffic to make the turns from the Northbound exit Ramp "A" into our single lane traffic zones on the Eastbound side during phase 1? How is the truck traffic to make the turns from Southbound exit Ramp "C" into our single lane traffic zones on the Westbound side. It looks like the available turning radius from the exit ramps during the Phase 1 and 2 on Alexis will not be large enough for a semi truck to maneuver. Also how many lanes of traffic are to be maintained at each exit ramp? The exit ramps currently have multiple left/right turn lanes.
8. The existing traffic signal modification notes in the plans are confusing and seem to conflict. On page 70/90, the notes read that the contractor shall include \$4670.24 in their bid in Item 614, Maintaining Traffic, to reimburse the City of Toledo crews for this work. What if the city's cost for this work exceeds the \$4670.24 amount? Will Odot pay for costs exceeding the \$4670.24? On page 8/90, there are notes for Item 632, Signalization, Misc: Adjust Signal Heads Lump Sum. These notes make it sound like the existing signal head modifications are to be paid under this bid item. Please clarify how the traffic signal modifications are to be paid for. Could this work be bid like it was on ODOT Project 050371, Lucas Co, Talmadge Rd? The note on page 5/26 of Project 050371, says: "The Department will reimburse the contractor by supplemental agreement for the required project related traffic signal changes performed by the city of Toledo traffic forces. This compensation is for the invoiced cost without markup."
9. The Railroad information seems to be missing from the proposal. We need to know the following information: who is the owner of the railroad, the number of trains/day (freight and/or passenger), speed of the trains, the RR flagger information, and the limits of the Railroad protective liability insurance in order to obtain a quote for the RR protective policy which is bid item number 160.
10. Would ODOT consider adding the following bid items under Section 007 Maintenance of Traffic: 614 Each Replacement Drum, 614 Each Replacement Sign, 614 Hour Law Enforcement Officer with Patrol Car, and 642 Foot Removal of Pavement Marking?

The holiday note will be required for both Alexis Rd. and I75 traffic. Reference item 2 was removed in addendum no. 1. Yes, this note is correct as directed by the Bridge Design Manual. An HP test slab was added in addendum no. 1. The 60 day requirement is a calendar day restriction. 60 days is a maximum for phase 1. See the revised plan notes in section 2 of addendum no. 1. This does not appear feasible since ODOT does not own much right-of-way in this area beyond embankment and drainage areas. The LA fence is very near the drainage swale. In addition, the RR's requirements also govern. The designer has reviewed the truck movements during MOT sequencing and considers the designed zones to be adequate. Please review the revised plan note from sheet 7 and removed item from sheet 8 in Section 2 of addendum no. 1. Please see the railroad special provision added to section 2 of addendum no. 1. Law Enforcement Officer time and Replacement drums were added. Drums furnished by the Contractor in accordance with the requirements of the plans, specifications and proposal which become damaged by traffic for reasons beyond the control of the Contractor shall be replaced in kind when ordered by the Engineer. Replacement drums shall be new. Payment for the new drums shall be made at the contract price per each for Item 614, Replacement Drum, and shall include the cost of removing and disposing of the damaged drum, and providing and maintaining the replacement drum in accordance with the contract requirements for the original drum.

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