The project requires 85,000 ft of removal of conflicting markings and another 70,000 feet of removal of temp items. There is no item for removal and there is no quantity for replacement of markings removed. How will these large items be paid for??

The removal shall be paid for under the Lump Sum 614 Maintaining Traffic item.

Plan sheet 10/177, Earthwork for Maintaining Traffic, refers to a geotechnical evaluation. How is such evaluation to be paid for and who will determine the necessity, and/or is it an as directed item? There is substantial earthwork indicated for the temporary crossovers and there does not appear to be any information provided by the Department for the Contractor to make a determination as to the potential subgrade conditions at bid time.

An email was sent this morning notifying us of Add #4. Add #4 was already sent on 3-22-13. Is there and Add #5 coming? Is Add #4 modified? Please advise.

There are five posted addenda at this point.

Add #4 was issued. Ref No. 8 and 66 are the same quantities as before. Why are they in the addendum as changed? Please confirm.

Again, please provide details on the MOT, Rumble Strip item. We cannot find any details of what you actually want done. Please provide information.

Is there an updated pavement calculation sheet with the revised quantities?

The calculations that are available at ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/MAH-82940/Reference Files

Would like to receive the office calculations for the pavement items?

The office pavement calculations can be viewed on the FTP site. ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/MAH-82940

Not sure if ODOT is aware or not but there are no MOT drawings for the work related to the Calla Road structure. With ODOT’s insistence of leaving the MOT rumble strips as a lump sum item, it is imperative that MOT drawings are provided to give the contractor a ball park figure of what this work may entail.

Please see forthcoming addendum with regard to MOT.

Can ODOT remove the 802 SS from this project since only 199 ft of Type F pipe is being installed? It seems like this would be a perfect candidate for removing the SS.

Supplemental Specification 802 will remain. Please follow the 2010 Specifications.

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Ohio Department of Transportation - Prebid Questions

Question Submitted: 3/20/2013 3:53:29 PM

There seems to be many questions regarding the MOT drawings and the rumble strip item. Can ODOT please provide complete MOT drawings and bid the rumble strip item per foot? This is critical information and it really needs to be correct and clear to bid from.

The Rumble Strips will remain as a Lump Sum item. Please see the revised and added plan sheets for more detail.

Question Submitted: 3/20/2013 2:14:50 PM

No guidelines are listed in the plans for the MOT for the painting of the bridges. Both SR 46 and Calla Rd are two lane roads and will have to be detoured in at least one direction so that the bridges can be painted. Please provide MOT guidelines on these roads for the painting work.

The intent is to have the Contractor close S.R. 46/Calla Rd down to one lane using a flagger [MT-97.10] while working & open the road back up to two lanes when he is done for the day. Please see Addendum No.1. Addendum No.1 extended the completion date for the project (to May 31, 2014) and the bridge painting (and concrete sealing) is assumed to occur the next Spring after all the other Bridge work is done. The plan note on page 10 "Bridge Painting Equipment on Shoulders" would indicate that the bridge painting equipment can be parked above.

Please bid according to plan

Question Submitted: 3/20/2013 12:11:59 PM

On sheet 7 of the plans there is a note that states that successive rural zones must be 2 miles apart, and on sheet 8 there is a note that states that the contractor may construct both structures at the same time if they choose. However, based on the MOT drawings for the crossovers at SR 46 shown in the plans and using the guidelines of MT 102.10 for the phase closure at Calla Rd, there is barely 2 miles between zones on SR 11 northbound and less than 2 miles between zones on SR 11 southbound for phase 2 (opposite for phase 3). Please waive the successive zone requirements or provide detailed plan sheets as to what the zones should be at Calla Rd to be able to construct both bridges at the same time.

Question Submitted: 3/19/2013 12:42:32 PM

Will heavy duty asphalt be required for the pavement replacement corresponding to the addendum items Maintaining Traffic Misc.; Shoulder Rumble Strips and Maintaining Traffic Misc.; 2 Inch Partial Depth Pavement Repair or can a medium duty asphalt be used for these items? The type was not specified in the plan notes. Also, what is the quantity of the Shoulder Rumble Strips?

Please use the heavy mix for both items. The quantity for the Shoulder Rumble Strip is a lump sum. Please see Addendum No.1, No.2, and the forthcoming Addendum No.3 for additional information. Please bid according to plan.

Question Submitted: 3/17/2013 12:01:16 AM

Ref. 49 Temporary Guardrail is detailed on plan sheets 14 and 19. The total length of Temporary Guardrail appears to be very close to 1225 ft rather than the 975 ft listed in the plans. It appears from the table on sheet 24 that only one of the two runs of guardrail was included.

The plan sheets were incorrect and the guardrail is to remain. The quantity is correct. Please see the addendum for more information.

Question Submitted: 3/15/2013 3:46:32 PM

Previous questions asked for a lineal foot quantity for the rumble strip removal and replacement. With Addendum #1, (REF #201) it is still asked to be bid lump sum. We are again asking that this item is quantified in lineal feet. This work also needs to be shown on the plans per phase and details provided. Currently, there is no way to quantify this item of work. It is very expensive and timely and we should not be guessing where to start and stop. Furthermore, please clarify if this added item pertains to both sets of structures or just Calla Road.

The quantity for rumble strip removal is to remain as lump sum added details showing the required lengths have been added.

Question Submitted: 3/8/2013 1:53:37 PM

Please revise the previous MOT questions foras they relate to the Calla Rd. (5.07) structures NOT the SR-46.

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Ohio Department of Transportation - Prebid Questions

Question Submitted: 3/8/2013 11:00:57 AM

Please add an item for line removal (per foot) for both areas of work. Without complete MOT drawings and details, there is no way to estimate the line removal (permanent and temporary) for all phases of work.

At the SR 46 structures, the Stage 1 Mot on SR 11 will require Lane closures using barrier Wall, and a Lane shift using PCB. It seems this would be some combination of MT 95.40, and MT 102.10. Since there is no separate standard drawing for the zones required for this stage 1 for the above situation, please provide complete MOT detail for the SR 11 Traffic at Structure 5.07 in both directions for all phases. For example, in stage 1 we are closing the Passing Lane, and shifting traffic partially onto the outside shoulder 6ft-7ft. Normally this type of detail would be in the plans but all we have are quantities given. Should there be some lane shift signs too? This information should be given and should not be up to us to have to ask multiple times during the bid process. This is common information that the design consultant is contracted to provide. This is not a design build situation. Therefore, we again request that this information is provided in an addendum early next week.

Reference #201 was added in Addendum #1. It is a lump sum item maintaining traffic, misc. shoulder rumble strip. Please revise in Addendum #2 in a measured unit instead of lump sum. Calculated information should be given and not guessed at by the contractors especially when details do not exist to estimate from.

Question Submitted: 3/6/2013 10:53:13 AM

Addendum No. 1 does not provide the details needed for the MOT at the Call Rd. structures that were asked in previous questions. Please provide fully developed plan sheets that are normally provided so that ALL of the associated MOT work can be properly estimated. This is not a design build and these details need shown. In addition, there are still quantities missing and calculated wrong. After 2 weeks from the initial prebid questions being asked we anticipated having useful information to bid from. Please provide plans and correct quantities in Addendum #2.

Regarding Item 630, temporary signs, please provide information what to do with the signs when they are no longer needed. Is the contractor to anticipate removing the signs and foundations or will ODOT handle this? Please clarify.

Question Submitted: 2/26/2013 12:11:29 PM

Significant questions were asked on 2-20-13. Can they be replied to along with the pertinent information needed by the end of this week?

See forthcoming addendum.

Question Submitted: 2/20/2013 2:28:50 PM

On Sheet 3, TYPICAL SECTIONS, details 14” existing shoulder depths. The MOT crossovers show removing part of the existing shoulder and placing Class A, as per plan. The temporary pavement is to be removed when no longer needed. How is reconstructing the shoulders after the temporary pavement is removed to be paid for? Please clarify and issue an addendum.

Maintenance of traffic plans and bid items for the Calla Road Structure work needs provided. Currently there are no drawing or quantities. Will the shoulders need removed and reinforced to allow for shoulder traffic during the phasing? Please clarify and issue and addendum.

Please post project calculations including the structures and existing structure plans. We weren’t able to find the plans on your website link.

Please extend the completion date for this project. Given the sale date, MOT requirements, proposed construction scope and bridge painting which is all to be completed by October 5, 2013 is virtually impossible. Please revise date until 2014 to allow for cross over removal/restoration, punch list and bridge painting activities. Please revise and publish in an addendum.

The MOT quantities have been adjusted and the details added. The completion date has been extended and an interim date added to the plans.

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