

Ohio Department of Transportation

Prebid Questions

Project No. 101017

Sale Date - 2/25/2010

Question Submitted: 1/29/2010

Question Number: 1

Regarding installation of 6" unclassified pipe underdrain locations, existing typical section shows an edge drain with another 6" underdrain along side of that. Proposed typical section no longer shows existing edge drain but shows the new 6" unclassified pipe underdrain along edge of pavement next to existing 6" underdrain. Typical sections under maintaining traffic shows new 6" unclassified pipe underdrain placed in a different location between existing edge drain and existing 6" underdrain. 1. Where is the proposed 6" unclassified pipe underdrain to be placed? 2. Does the existing edge drain get removed? 3. Is the department confident that there is enough room to place a new underdrain between the two existing underdrains without damaging either of the existing underdrains?

See forthcoming addendum.

Question Submitted: 2/10/2010

Question Number: 2

On sheet 29 of 138 under Item 605 Underdrains, As Per Plan, 707.31, the notes along with the detail calls for the top 12" (minimum thickness) shall be filled with 301 asphalt concrete base, PG 64-22. Is it the intent of the Department to have a thickness of 12" asphalt replaced at all underdrain locations or should the contractor fill the trench to a greater thickness where the existing pavement types that remain subsequent to milling the top 7" are greater than 12" to the top of the proposed underdrain.

The intent was to have 12" of item 301 at all underdrain locations, however, now this addendum has changed the requirements above the underdrains. We are paying for the item 301 and item 203 separately as shown in the above details so we don't have any shoulder blowouts during construction.

Question Submitted: 2/16/2010

Question Number: 3

Will PCB be allowed to be stored in the median in the winter of 2010 - 2011?

No. The median is not wide enough to store the PCB in the median over the winter. We have a lot of vehicles that end up in the median in the winter months and they will hit the PCB if it is stored there. This is a safety issue. The contractor can use either or both weigh station areas to store PCB.

Question Submitted: 2/16/2010

Question Number: 4

How is the removal of the 3' Tapered Wedge in Stage 3, Phase 4 being paid for?

As part of this addendum, the 3' Tapered Wedge in Stage 3 Phase 4 will be removed under the pay item 254 Pavement Planing, Asphalt Concrete (1.5" Tapered Wedge). A quantity of 9,394 SY is added under Section 0006 Maintenance of Traffic of the Proposal.

Question Submitted: 2/17/2010

Question Number: 5

Addendum 1 has moved the 6" unclassified pipe underdrain into the existing underdrain trench and states that the existing underdrain "may be" destroyed. Is it the States intent to completely remove the existing underdrain or are we to keep the new underdrain just above the existing as depicted on the typical sections on page 35?

The typical section on sheet 17 states that the proposed underdrain depth is 30" typical for all typical sections. Prior construction plans show a 30" underdrain was installed. Our intent is not to keep the proposed underdrain just above the existing underdrain. The contractor should bid accordingly.

Question Submitted: 2/17/2010

Question Number: 6

Plan sheet 63- the note regarding Item 255 states that since repairs are only 2' wide, then dowling requirements are waived. Does this mean transverse dowels only? Does it also mean waiving requirements for items such as longitudinal, baskets, mesh, etc.? Please verify in an addendum.

The pay item 255 Full Depth Pavement Removal and Rigid Replacement, Class C, As Per Plan does not reference standard drawing BP 2.5 since the requirements do not apply. We only want the contractor to cut out the bad joints as shown on sheet 63, both longitudinal and transverse, perform subgrade compaction and replace with class C concrete. No other requirements apply.

Question Submitted: 2/18/2010

Question Number: 7

Ref. 34- This item is for pavement removal and rigid replacement of 2' wide sections of pavement at the westbound weight station parking area. After visiting the site, some of the joints are in bad enough shape that trying to remove via the lift method (ODOT CMS 255.03) will be impossible. Will ODOT please waive this method for removal of the pavement?

Per ODOT CMS 255.03, if the lift-out method is not feasible due to deteriorated pavement, ODOT will allow other methods to remove the pavement, such as a backhoe.

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: 2/18/2010

Question Number: 8

Is it allowed to build the pavement for MOT rigid? or does it needs to be flexible,as the plan note leads to believe?

The general note on sheet 32, Item 615 Pavement For Maintaining Traffic, Class A, As Per Plan, refers to using a 1.5" surface course instead of a 1.25" surface course as stated in the Construction and Materials Specification. This note was added if the contractor was using a flexible pavement for item 615. This does not restrict the contractor from using a rigid pavement per item 615 of the Construction and Materials Specification. Either pavement type is still available for the contractor to use.

Question Submitted: 2/19/2010

Question Number: 9

Per revised underdrain detail Addendum #2 Item 605 Underdrains with Fabric Wrap, APP 707.31. What is the depth of the Unclassified Pipe Underdrains? No depth is given in revised detail.

The purpose of the revised underdrain detail in Addendum #2 was to show that we wanted the granular material to be placed up to the item 301 material and to show the placement of the item 301. The depth has not changed. We still want the unclassified pipe underdrain to be 30" deep from the bottom of the subbase as shown on sheet 17 of the plans.

Question Submitted: 2/2/2010

Question Number: 10

Based on our lab analysis of the existing surface and interediate courses of asphalt samples taken from this project (the top3"), the reclaimed asphalt pavement (RAP) appears to be typical ODOT RAP. Will the Department allow the RAP from the (top3") of this project be utilized in the asphalt concrete materials required for the construction of the new pavements on this project, since there is a very large amount of RAP required to produce the asphalt concrete materials for this project?

The District still has concerns about trying to recycle any of this asphalt concrete pavement. Contractor is to bid according to the plan notes.

Question Submitted: 2/23/2010

Question Number: 11

Under the bid item 6" Base Pipe Underdrains with Fabric Wrap As Per Plan, 707.31, is the 12" minimum of 301 Asphalt Concrete Base, PG 64-22 to be included in the cost of this item or is the department going to pay for this separate under the bid Item 0103 Asphalt Concrete Base PG 64-28, As Per Plan as provided in Addendum # 2.

The underdrain detail on sheet 29 no longer applies due to Addendum #2. Addendum #2 created a new plan note for the underdrains with fabric wrap detailing the item 301 Asphalt Concrete Base, PG 64-28, As Per Plan. As shown in the addendum, this item 301 PG64-28, APP is to be placed next to the concrete pavement at the specified locations at a 4 ft width. On the outside shoulder, there won't be any 5" deep item 301 above the 6" base pipe underdrain for MOT purposes since the item 301 is only 4 ft wide next to the concrete pavement. This item 301 is paid for separately with the added quantities from an Addendum.

Question Submitted: 2/4/2010

Question Number: 12

Could you please review the notes on plan page 33 under the heading SEQUENCE OF CONSTRUCTION (IR76 PART WIDTH. Several of the phasing notes are in conflict with the corresponding typical sections on plan pages 40 and 41.

See forthcoming addendum.

Question Submitted: 2/9/2010

Question Number: 13

PCB Qty For the Phase 1 Stage 1 Item 2 - 5' wide 3.25" Paved Shoulder Reconstruct - as per sequencing notes on sheet 33/138 is not fully accounted for on sheet 60/138. *Sheet 60/138 station is 1198+68 - 1201+80**Sheet 33/138 calls for station 1195+00 - 1204+00

The westbound outside shoulder where the 3.25" planing and paving will be performed, which is needed before stage 1, phase 4, has station limits of Sta 1195+00 to Sta 1204+00. The PCB station limits for this work shall be Sta 1199+00 to Sta 1199+64 instead of the stated stationing of Sta 1198+68 to Sta 1201+80 on sheet 60. This 64 ft length of PCB shall be tapered towards the westbound outside shoulder at a taper rate of 16:1 and a work zone impact attenuator shall be attached to the end of this PCB run. This will give the contractor room to work on the 3.25" planing and paving of the shoulder and the remainder of the work zone to the east shall be zoned off with drums.

Question Submitted: 2/9/2010

Question Number: 14

Does the east bound 896 LF PCB Qty on sheet 59/138 include an entrance & exit taper for PCB from Sta 958+00 - 966+96.09. If not, please revise the quantity to include these tapers.

The 896 LF PCB quantity includes a quantity for the entrance taper to protect the workers in the median while the temporary crossover is being constructed. There is no exit taper for the PCB since the traffic won't have to taper. The EB traffic is not on the paved shoulder during Stage 1 – Phase 2.

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Question Submitted: 2/9/2010

Question Number: 15

The note on sht 33/138 for Stage 1 Phase 1 Item 2 (3.25" - 5' wide shoulder paving & planing westbound has a qty set up for PCB on sheet 59/138. However, no PCB quantities are listed on 59/138 for Stage 1 Phase 1 Items 3&4 on the eastbound. Please revise PCB quantities to reflect eastbound work if required.

Sheet 61 has PCB quantities for EB Stage 1 Phase 1 for item 3. Sheet 62 has a PCB quantity for EB Stage 1 Phase 1 for item 4 (739 ft), however, as part of this addendum, the 739 ft of item 622 will be deleted. The 3.25" planing and paving from Sta 1195+00 to 1200+39, EB side, needed for Stage 2, Phase 1 shall now be completed during Stage 1 Phase 4 without PCB while both directions of traffic are in the WB lanes. See revised plan sheet.

Question Submitted: 2/9/2010

Question Number: 16

Is it permissible to use 4-inch 707.31 pipe, as permitted for Shallow Pipe Underdrains in CMS 605.02, for Ref No 28, 6" Base Pipe Underdrains?

No - the spacing of the outlets limits the design to the 6" size. We want the 6" size underdrains as specified in the plans.

Question Submitted: 2/9/2010

Question Number: 17

PCB quantities for Stage 1-2 Phases 1-3 are lacking the taper shifts required to transition between phases. The quantity listed on sheets 59-62 / 138 for this item shows the final installation required for Stage 1 Phase 4 work and Stage 2 Phase 1 work. However, taper shifts will be required to transition into these phases. Please adjust ALL MOT plan quantities to account for these shifts.

Taper shifts are accounted for, however, see revised sheets to see some quantity changes and to provide more clarity of the use of the PCB. The contractor is reminded to review standard construction drawing MT-101.90 for requirements for the use of PCB and when only drums are required.

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